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# PERFORMANCE VAUXHALL



## WELCOME!

By the time you read this the *Performance Vauxhall Show* will either be right around the corner, or will be a (hopefully great) memory. Either way the show season is now in full swing, and we're massively looking forward to seeing what you guys have been creating. We've already had hints and peeks at some really cool projects, which will hopefully be ready soon, but in the meantime check out the great projects in this issue.

Whether you're excited by a mad bike-engined Corsa, a fully restored Chevette, or by an Astra GTC on 'air' there really should be something in this issue to wet your whistle.

We've also got another couple of great Reader Restos – and are looking for more, so if you've completed a build and have taken pics along the way then drop us

a line at [performancevauxhall@kelsey.co.uk](mailto:performancevauxhall@kelsey.co.uk) with your details.

If you've not already been to our page on Facebook, do so, as we love to see your car pics. Unfortunately we are unable to change the page name to Performance Vauxhall – we suspect it might be possible, but if you've ever tried to get a reply from the Facebook staff, you'll know that you've got more chance of winning the lottery, twice!

So until they do decide to let us change the name you can find us by heading to [www.facebook.com/TotalVauxhall](http://www.facebook.com/TotalVauxhall).

Finally, don't forget that the next issue won't be on sale until 31 July! So either get it in your diary, or even better subscribe and never miss an issue again!

Don

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SEE PAGE 120  
FOR DETAILS

## MEET THE TEAM

The people who bring you *Performance Vauxhall*, and what we've been up to this month...



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Having to work on parents' Nissans instead of making progress on the GSi. Wondering where summer is.



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Driving to Rome in a Volvo soon... must resist the urge to pick up an early Opel Vectra GT on the way back.

**NEXT ISSUE ON SALE: 31 JULY 2015**



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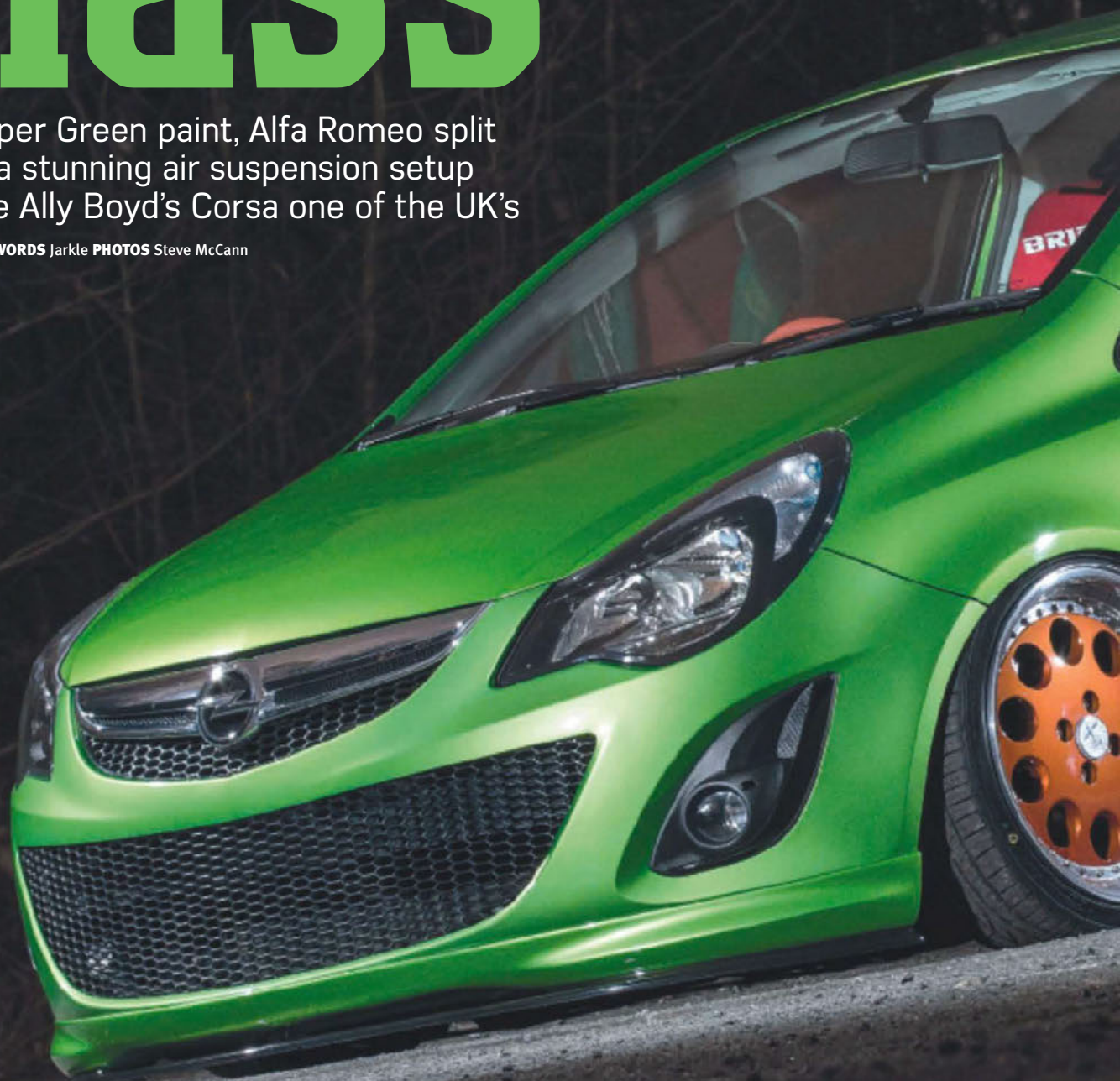


CORSA D

# alfa class

Grasshopper Green paint, Alfa Romeo split rims and a stunning air suspension setup help make Ally Boyd's Corsa one of the UK's coolest.

WORDS Jarkle PHOTOS Steve McCann







#### FAST FACTS

- \* Grasshopper Green paintwork
- \* Custom copper Alfa Romeo Image three-piece split rims
- \* Air suspension setup
- \* Custom stainless steel exhaust
- \* Bride Cuga front seats



## CORSA D



There's no doubting that the Corsa D is a popular car, so much so that it's attracted its fair share of negative comments from other sections of the car scene. Perhaps Vauxhall's attempt to make the car seem more special than it truly is via the use of limited edition badging has backfired somewhat, though it's certainly not done the sales figures any harm! It's interesting to note how short our collective memories can be though, and wind the clock back twenty or so years and the exact same thing could be said about the now coveted Nova; they were literally everywhere and the vast majority of modified examples were nothing special, certainly no more highly tuned than most 1.2 Corsa Ds, plus they certainly had their fair share of 'special' edition models!

The very fact there are so many of these cars around though is good – they're cheap (ish) to buy and insure



and can be modified right out of the box, all factors that draw people into the Vauxhall scene. This Corsa D is a prime example. No, it isn't a VXR and it certainly won't be bothering LET Novas and B204-shod Astras anytime soon, but that doesn't mean it hasn't had a huge amount of time and effort

invested in its build.

"I needed a practical car and I've always liked the look of the Corsa D," says the car's owner, Ally Boyd. "I went in intending to buy a metallic grey car but I spotted this Grasshopper Green SRI and pretty much had to have it!"

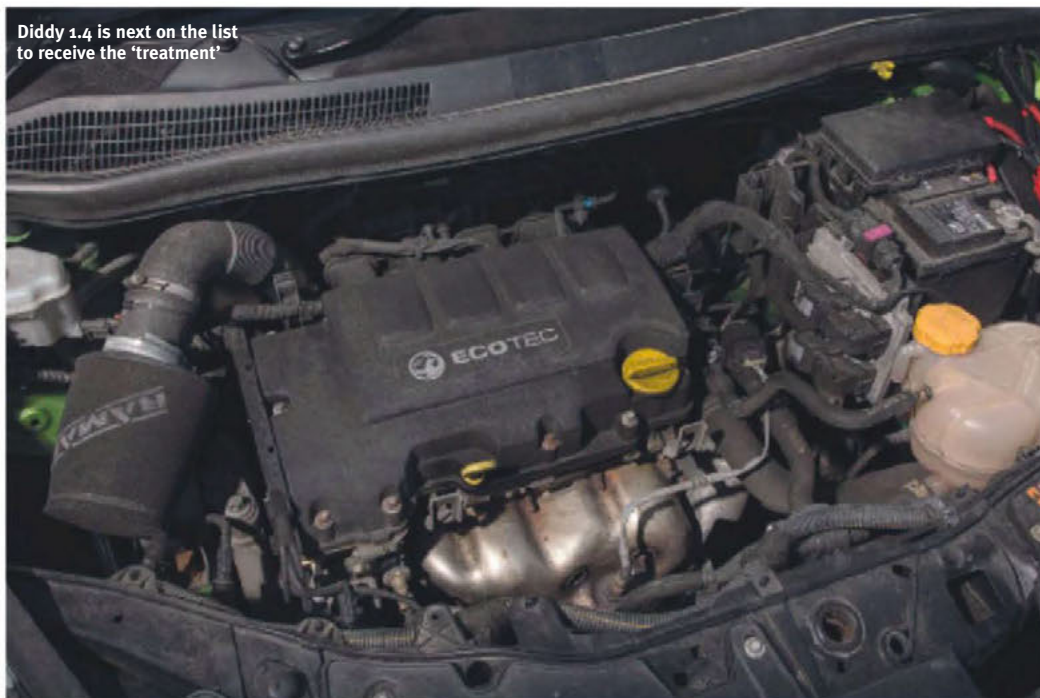
We're not exactly surprised to hear







Diddy 1.4 is next on the list to receive the 'treatment'



"I spotted this Grasshopper Green SRi and pretty much had to have it!"



**OWNER**  
**ALLY BOYD**

**AGE 24**  
**OCCUPATION** Maintenance electrician  
**FIRST VAUXHALL** This one  
**TOUGHEST PART OF THE BUILD** Making the new seats fit properly  
**BEST PART OF THE BUILD** The custom copper colour of the wheels

Image split rims are just awesome



this as Vauxhall have always had a knack for turning out a nicely coloured car (Jamaica Yellow SRs and Silk Violet GSis, anyone?), and it's a shade that certainly helps Ally's car stand out from the herd of other Corsa Ds. It was a brand new car though, so obviously Ally was somewhat hesitant when it came to the modification side of things, especially as it looked so good in factory-fettle. Eventually he took the plunge and fitted a set of Team Dynamics alloys, a simple change that pretty much opened the floodgates and set car and owner down the path of extensive modification. A whole host of bodywork tweaks soon found their way onto the Corsa, with the most obvious being that modified front bumper.

### BUMPER CAR

"I wanted to make the front end look different so decided to alter the look of the bumper. It's now had the 'blisters' removed from either side and been fitted with mesh, so it's a lot more aggressive looking than the







Bride seats are a leftfield choice – but Ally's pulled them off



## TECH SPEC

### ENGINE

1398cc DOHC 16v with OE internals, Ramair induction kit, custom stainless steel exhaust system

### POWER

(claimed) 110bhp approx

### TRANSMISSION

OE five-speed gearbox and clutch

### SUSPENSION

Firestone airbags with custom Gaz struts (front), Firestone bags (rear), Airlift V2 management system, 2x 2.5 gallon polished tanks, 2x 380c Viair compressors

### BRAKES

OE brake setup

### WHEELS AND TYRES

8x17in (front) and 8.5x17in (rear) custom three-piece Image Alfa Romeo SZ alloys, Falken Ziex 195/40x17 tyres

### INTERIOR

Red Bride Cuga seats, red Grip Royal steering wheel, green Takata Harnesses, green SMD conversion, Pioneer double din head unit,

2x Hertz 10in DS25.3 subwoofers, In-phase 900W amplifier, green footwell LEDs, re-trimmed boot build

### EXTERIOR

Corsa D SRi in Grasshopper Green metallic paint, custom meshed front bumper, Triple R splitter, flushed petrol cap, VXR wing mirrors, Opel grille, Team Heko wind deflectors, shortened aerial, rear wiper delete, reverse light delete, VXR rear bumper with custom diffuser, tinted side repeaters, de- badged

### THANKS

My mate Shaun for all his help with the build. Audiwise for fitting the air suspension, Optimus Automotive Trimmers, Simons ARC, my parents and my girlfriend for putting up with it!



Retrimming doorcards in matching 'Bride' cloth is a neat touch



standard car.”

A Triple R splitter and Opel badging complete the transformation, while a VXR bumper and custom diffuser ensure the rear is just as aggro-looking as the front. Other tweaks are more common within the Corsa scene, such as the Team Heko wind deflectors, VXR mirrors, a stubby aerial and a deleted rear wiper, but they all add to the overall look of the car. All nice, subtle and effective changes we're sure you'll agree, but by now Ally very much had the bit between his teeth as far as this modification lark was concerned

and moved onto more drastic alterations;

“I wanted the car to be that much lower and for it to stand out from the others,” Ally explains. “I'd already fitted a set of coilovers and the Team Dynamics wheels but it didn't look special enough, hence the decision to go down the air ride route.”

### AIR BENDER

Air suspension is increasingly popular among Corsa D owners, making the kits relatively easy to buy and simple to install, with Ally's eventually being fitted by Audiwise in East Kilbride. Peek

under the front arches (when it's raised up, naturally) and you'll now clock Firestone bags and custom Gaz struts, while repeating the trick at the rear will reveal more Firestone hardware, plus an Airlift V2 management system nestled inside the car. The rear bench has been dumped in order to better display the elegant 2.5 gallon tanks and pair of Viair compressors, so what Ally's lost in terms of practicality he's made up for in scene credibility!

The ability to 'lay frame' at the flick of a switch is only one part of the equation though, and it's those wheels that really lift Ally's car far and above

the majority of similarly tweaked Ds.

“They're custom Alfa Romeo SZ three-piece splits from Image, so not exactly common,” chuckles Ally. “I saw someone selling them, checked they were the correct PCD, then bought them there and then!”

Their offset turned out to be OK – not perfect and a touch too low, but at least there was no chance of them fouling the perfect green paint. A pair of front spacers soon sorted the problem, and, once painted in that gorgeous copper metallic colour, the newly bought rims were bolted to the hubs – game, set and

“I wanted the car to be that much lower and for it to stand out from the others”





## CORSA D

match. The combination of wide, Alfa split rims in copper, metallic green paint and massively lowered suspension is one that doesn't exactly sound like a winner on paper, but there's certainly no arguing with the results – this Corsa looks sensational.

### INSIDE JOB

Want more? Well the interior hasn't exactly escaped Ally's attention either, and he's resisted the temptation to simply source and fit a pair of Corsa VXR seats. Instead you'll find plush Bride Cugas bolted to custom runners, green Takata harnesses and a green SMD conversion, both of which link the interior to the exterior paintwork rather nicely.

We're well aware that some of you are not fans of the Corsa D, especially if it happens to be powered by something other than a Z16LER lump. We don't expect Ally's car to completely change your opinion then, but it's well worth taking the time to appreciate what he's achieved with a very modest budget and some simple, nicely chosen modifications. At the very least you should take the time to admire those stunningly painted wheels – we genuinely think they suit the rounded lines of the Corsa D more than the slightly fussy factory alloys. Things are set to get even better though, as Ally is keen to go that much faster with a turbo kit for the diddy 1.4 very high up his shopping list of future mods, plus bigger brakes and all manner of other clever tweaks, so it's very much a case of 'watch this space.' 🟢



Air tanks and lines look pretty spectacular





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**NEW! Zafira  
B £74.95**

**Astra H  
£34.95**

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**Gasket kits  
from £69.95**

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Up-rated C20XE head gasket **£24.99**

2.0 8v baffle plate **£19.95**

C20XE cool-running thermostat **£18**

## HEKO GENUINE HEKO SMOKED DEFLECTORS



|                     | FRONT         | FRONT & REAR  |
|---------------------|---------------|---------------|
| Agila A             | <b>£24.95</b> | <b>£29.95</b> |
| Agila B             | <b>£24.95</b> | <b>£29.95</b> |
| Astra F (MkIII)     | <b>£28.95</b> |               |
| Astra G (MkIV) from | <b>£24.95</b> | <b>£29.95</b> |
| Astra H (MkV) from  | <b>£24.95</b> | <b>£29.95</b> |
| Astra J (MkVI) from | <b>£24.95</b> | <b>£29.95</b> |
| Nova                | <b>£22.95</b> |               |
| Corsa B from        | <b>£24.95</b> | <b>£29.95</b> |
| Corsa C from        | <b>£24.95</b> | <b>£29.95</b> |
| Corsa D from        | <b>£24.95</b> | <b>£29.95</b> |
| Frontera from       | <b>£24.95</b> | <b>£29.95</b> |
| Insignia from       | <b>£24.95</b> | <b>£29.95</b> |
| Meriva A from       | <b>£24.95</b> | <b>£29.95</b> |
| Meriva B from       | <b>£24.95</b> | <b>£29.95</b> |
| Vectra B from       | <b>£24.95</b> | <b>£29.95</b> |
| Vectra C from       | <b>£24.95</b> | <b>£29.95</b> |
| Vivaro from         | <b>£31.95</b> |               |
| Signum from         | <b>£24.95</b> | <b>£29.95</b> |
| Zafira A from       | <b>£24.95</b> | <b>£29.95</b> |
| Zafira B from       | <b>£24.95</b> | <b>£29.95</b> |

**HEKO**  
WIND DEFLECTORS

## SPECIAL DEALS

Astra G (MkIV) GSi replica front bumper, ABS plastic, includes fog lamps **£299**

Astra H (MkV) VXR replica bumper made from ABS plastic, including grilles **£269.95**

Bumper with plain fog lamps **£309.90** or smoked fog lamps **£319.90**

Corsa D VXR genuine bumper

complete with fog lamps **£595**

**NEW!!** M32 Short Shifter **£124.95**

**SPECIAL** Irmischer Corsa C iRS spoiler **£129.95** (limited stock)



**M32 short  
shifter  
£124.95**

**ASTRA H  
MKV VXR  
from £309**

**ASTRA G  
MKIV GSi  
£299**



**Irmischer Corsa  
C iRS spoiler  
£129.95**



**CORSA D VXR  
GENUINE PART  
£595**

## BILSTEIN

**EXCELLENT  
VALUE**



### BILSTEIN DAMPERS

Bilstein shocks give outstanding handling without compromising ride comfort. Use Bilstein as 20% uprated replacements for standard components or matched to Eibach Pro springs.

### BILSTEIN B12 KIT INCLUDES BILSTEIN B8 DAMPERS AND EIBACH SPRINGS

| MODEL                    | RRP     | PRICE          |
|--------------------------|---------|----------------|
| Astra F (MkIII)          | £572.87 | <b>£515.58</b> |
| Astra G (MkIV) coupe     | £625.05 | <b>£562.54</b> |
| Astra G (MkIV) hatch/sal | £625.05 | <b>£562.54</b> |
| Astra H (MkV)            | £666.78 | <b>£600.11</b> |
| Astra J (MkVI)           | £666.78 | <b>£600.11</b> |
| Calibra                  | £625.05 | <b>£562.54</b> |
| Corsa B                  | £593.74 | <b>£534.36</b> |
| Corsa C                  | £666.78 | <b>£600.11</b> |
| Corsa D                  | £666.78 | <b>£600.11</b> |
| Insignia                 | £708.52 | <b>£637.67</b> |
| Omega saloon             | £750.26 | <b>£675.24</b> |
| Signum                   | £677.22 | <b>£609.50</b> |
| Tigra TT                 | £729.40 | <b>£656.46</b> |
| Vectra B                 | £666.78 | <b>£600.11</b> |
| Vectra C                 | £677.22 | <b>£609.50</b> |
| Zafira A                 | £677.22 | <b>£609.50</b> |
| Zafira B                 | £729.40 | <b>£645.46</b> |

### BILSTEIN B4 DAMPERS

| MODEL                    | FRONT      | REAR            |
|--------------------------|------------|-----------------|
| Nova                     | <b>£42</b> | <b>£28</b>      |
| Corsa B/Tigra A          | <b>£42</b> | <b>£28</b>      |
| Corsa C/Tigra B          | <b>£47</b> | from <b>£28</b> |
| Astra MkI                | <b>£46</b> | <b>£36</b>      |
| Astra MkII               | <b>£46</b> | <b>£36</b>      |
| Astra F (MkIII)          | <b>£46</b> | <b>£36</b>      |
| Astra G (MkIV) hatch/sal | <b>£47</b> | <b>£30</b>      |
| Astra H (MkV)            | <b>£65</b> | <b>£52</b>      |
| Zafira A                 | <b>£74</b> | <b>£38</b>      |
| Zafira B                 | <b>£42</b> | <b>£36</b>      |
| Cavalier MkIII           | <b>£47</b> | <b>£36</b>      |
| Cavalier GSi             | <b>£47</b> | <b>£44</b>      |
| Calibra                  | <b>£47</b> | <b>£44</b>      |
| Vectra B                 | <b>£49</b> | <b>£37</b>      |
| Vectra C ('01-'06)       | <b>£47</b> | <b>£38</b>      |
| Vectra C ('06-'08)       | <b>£74</b> | <b>£38</b>      |
| Omega                    | <b>£77</b> | <b>£44</b>      |

## LMF CONVERSION PARTS



**C20XE/LET  
steel head  
gasket £22**

**Nova and Corsa  
LMF motorsport  
driveshafts £69**

Nova/Corsa B/Tigra/Astra MkIII 288mm four-stud discs, pair **£95**

**Lightweight flywheels**, made from billet steel

X20XE, C20XE (Red Top) **£199**

C20LET, Z20LET, Z20LEH **£240**

C25XE, X25XE **£250**

VXR injectors **£109.95**

C20XE/LET steel head gasket **£22**

F28 2WD conversion kit **£49**

Anti-roll bar spacers **£17.50**

Corsa B rubber offside engine mount **£25**

C20XE 82°C cool-running thermostat **£20**

Z20LET 82°C cool-running thermostat **£20**

2.0 8v 82°C cool-running thermostat **£20**

C20XE power cap in red, blue or silver **£89.95**

**Flywheels  
from £199**

**C20XE power  
cap in red, blue or  
silver £89.95**

**LMF motorsport  
hubs £64.95 £37.50**

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**01858 433599** **lmfvauxhall.com**



# NEWSFEED

All the latest from the world of Vauxhall/GM/Opel

## TRAX 2015

IF YOU LOVE AN ACTION PACKED SHOW, THEN GET TRAX IN YOUR DIARY!

# 19 JULY 2015, SILVERSTONE

**O**n Sunday 19th July the Silverstone circuit will be bristling with all manner of modified machinery. It's a multi-marque event, but the Vauxhall contingent are always well represented, putting the blue oval boys to shame both on and off track. With show and shine, a huge selection of club cars, a bustling retail village and the aforementioned non-stop track action it's a day not to be missed. If you've not been before, make this your first year! [www.traxshows.co.uk](http://www.traxshows.co.uk) has all the info you need including; What's on, visitor info, exhibitor list, and full details on how to get on track, plus club booking information.



Has your club got a stand yet? If not, get booking!

It's a multi marque show, but there are always loads of cool Vauxhalls



## NEWS > SHORTS

### \*VIVA PRICING

The new Viva prices have been announced, and the five-door entry-level model comes in at a fiver under £8k on the road. There are two trim levels, the SE, and SL (carried over from the original Viva) and the range topping SL costs £9,495.



### \*IT'S SHOW TIME

If you're reading this before the 7th June there's still time to get yourself to the greatest show on the planet. The *Performance Vauxhall Show* at Santa Pod is an event not to be missed – and nor is the full show report in the next issue which is on sale 28 July.





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[www.performancevauxhall.co.uk](http://www.performancevauxhall.co.uk)

## QUARTER MILE TIMES TO TUMBLE

Who will be the quickest FWD Vauxhall after the show season is over?

► Unless you're a subscriber, chances are by the time you read this PVS will have come and gone – and if everything goes to plan there will be some fantastic times set on the drag strip, and maybe even a new Vauxhall record!

The current record (at the time of going to press) is held by Andy 'Specky' Speckman's Tigra, and stands as a supremely impressive 9.86@148mph. There are several potential contenders with their eyes on the crown including



With his latest spec the car is pushing around 700bhp!

George Lockerby, Ste Powell, Ben Lawless, and Allan Duthie, plus Specky's unlikely to give up without a fight.

Duthie is the closest to taking the record, and

had recently recorded his personal best of 9.9@151.6mph after his first attempt since upgrading the car's spec. Allan's car is currently developing around 700bhp thanks to the latest round of modifications including a new twin scroll manifold,

custom made turbo, massive 1600cc injectors, new custom cams and a stronger clutch set up. One thing's for sure, there's some competition out there, and we can't wait to see what times the contenders achieve.



## CAVALIER AND CHEVETTE 40TH ANNIVERSARIES

► 2015 marks the 40 years since the start of production of the Cavalier Mk1, and the Chevette. Several clubs will no doubt be celebrating this impressive milestone, including the Vauxhall Cavalier and Chevette Club who will be marking this with events through the year including a club stand at the VBOA event at Billing Aquadrome in Northamptonshire and a special stand at the Luton Festival of Transport, in Stockwood Park, Luton on 14th June.

Both the Chevette and Cavalier Mk1 helped save Vauxhall as they were struggling during the mid-1970s and paved the way for even greater successes with the later versions of the Cavalier Mk2 and

Got a Cav Mk1 or Chevette?  
Then join the club



Mk3 both produced at Luton.

There is a great following for the Cavalier Mk1 and Chevette and if you want to take part in the celebrations make sure to look up the club at one of the aforementioned shows, or check out the website at [www.cavalierandchevetteclub.co.uk](http://www.cavalierandchevetteclub.co.uk).



### \*CORSA VAN

The new Corsavan is on sale now with prices ranging from £10,995 to £13,695. The little van has a 574kg payload, and a flat-loading capacity of 920 litres. Not bad for such a small car derived van. Plus the new Euro 6-compliant engines are claimed to deliver "up to 85.6mpg", impressive stuff.



### \*MILESTONE

General Motors has just become the first car manufacturer in the world to produce 500 million vehicles, as Vauxhall in the UK – GM's fourth largest market – celebrated 90 years of ownership by the US company. "During 2015, we expect to sell more than 1,000 new vehicles per hour, 24 hours per day," said Mary Barra, GM's CEO. "This adds up to nearly ten million vehicles, the most in our history."



# GEAR

More great products and deals that we've tracked down for you.



## CORSA E CHASSIS SOLUTIONS

The paint is barely dry on the latest Corsa E, but that's not stopped Eibach from developing a range of 'complete chassis solutions' for the new model. First up they have the Pro kit, which features uprated springs with a 30mm drop. For a 'nose down' stance the Sportline kit offers a 40mm drop at the front, and 30mm at the rear. Taking it to the next level are the Pro-Street S coilovers with a 25-55mm adjustable drop and matched spring and damper rates. Spacers are also available to widen the track by 5-30mm per side, and finally camber bolts which give +/- 1.75 degrees of adjustment complete the package.

**PRICES** PRO KIT £164.16, SPORTLINE KIT £165, PRO-STREET-S £914.88, SPACERS £39.36 PER SIDE, CAMBER BOLTS, £19.39 PER AXLE

**CONTACT** 01455 285851, [WWW.EIBACH.COM](http://WWW.EIBACH.COM)



## CAMBRIDGE CONCOURS INTERIOR DETAILING PRODUCTS

Cambridge Concours has forged a reputation as one of the leading car care companies in the UK, due to its years of performing paint correction, polishing, leather conolising, and upholstery repairs for a wide variety of luxury sports cars. Additionally, the firm has developed an all-inclusive range of leather and fabric detailing products aimed at automotive professionals and enthusiasts alike; top quality conditioners, balms and sealants join glass, trim and Alcantara cleaners in a collection that includes a number of specially-designed applicators. Each Cambridge Concours offering is made to a unique formula and interested parties are encouraged to visit the company's online store for further information and a list of retailers.

**PRICE** FROM £8.99

**CONTACT** [WWW.CAMBRIDGECONCOURS.COM](http://WWW.CAMBRIDGECONCOURS.COM) OR CALL 0800 032 2918







## MOMO STING ALLOY WHEEL

Looking for a new set of wheels? Check out these all new Momo Stings. Available in 4 or 5 stud fitment, and in a range of offsets they could be what you're looking for. You can bag a set from 7x17in right up to a beefy 10.5x20in! So you can run staggered fitments if that's the look you're going for. Hypersilver is the only colour option at present although we have seen images of different colour options, so we'd expect them to follow soon.

**PRICES** 7X17IN £150 UP TO 10.5X20IN £270.00

**CONTACT** 01268 764411, WWW.MOMO-UK.CO.UK

## POWERFLEX INSERTS

According to Powerflex the Astra, Meriva and Zafiras, particularly diesel and performance variants, suffer from excessive engine movement. As a result they've released a range of polyurethane inserts to resolve the issue. The inserts fit into and fill the voids in original engine-mount bushes and are recommended as a labour saving method of limiting engine movement. There are loads of applications, and even come in the 'Black Series' for track cars as they're 25% harder than the regular Powerflex bushes. Check the website for the full list of applications.

**PRICE** FROM £23.88

**CONTACT** 01895 460033, WWW.POWERFLEX.CO.UK



## V-MAXX INSIGNIA SPRINGS

If you've got an Insignia you may have found that there's not much choice when it comes to tuning and styling products. Well, thanks to Vmaxx you can now add these lowering springs to the list. The springs are designed for o8 onwards 2.0t/ 2.0CDTi 2WD models and give a 45mm drop all round. V-MAXX are keen to point out that these are 'progressively wound' which they claim offers a softer, more compliant ride during cruising and everyday driving, but will stiffen progressively as speeds increase during hard cornering.

**PRICE** £146.40

**CONTACT** WWW.V-MAXX.CO.UK



**CORSA A**

# CLEANING

With details to die for, Jens Kahlert's ultra cleaned Corsa A takes obsessive cleaning to the next level.

WORDS & PHOTOS Christopher Otto





# OCD



## FAST FACTS

- ★ 1.3 13SB engine with 45mm Dellorto carbs
- ★ Homemade BBS-style turbofans
- ★ Corsa A GT seats
- ★ Totally smoothed engine bay and restored bodywork
- ★ Koni dampers and custom springs



# CORSA A

Jens is something of a Corsa A aficionado. Prior to this little stunner his previous Opel was a Corsa A (or Nova if you must) saloon, which was well known in the German car tuning scene. But in 2007 the saloon made way for this hatch, and it's already had several very different identities between then and now, as Jens strives to create something outstanding and different each year. One of its previous incarnations involved a supercharged C20XE which was eventually swapped for a more conventional turbo set-up.

While all that was great, and the Corsa was always impeccably turned out at the various Show and Shine contests throughout the country, he soon realized that focusing on big power builds probably wasn't the wisest of ideas. After all what good is 300bhp if the car's primary purpose is to look good? So along with his mates from LMS Customs Jens set about taking the Corsa back to basics in a quest to create a simple, yet perfect show stopper. It would be as much about what wasn't fitted to the car, and it would focus on removing anything unnecessary. By doing this it would enhance the rare original components Jens had squirreled away over the preceding years.

## PERFECTION QUEST

But before any of this could take place, there was a more fundamental issue at stake – namely the bodyshell. While in great condition, time had taken its toll, and to make the ultimate show car there was only one thing Jens

### OWNER

JENS KAHLERT

AGE 34

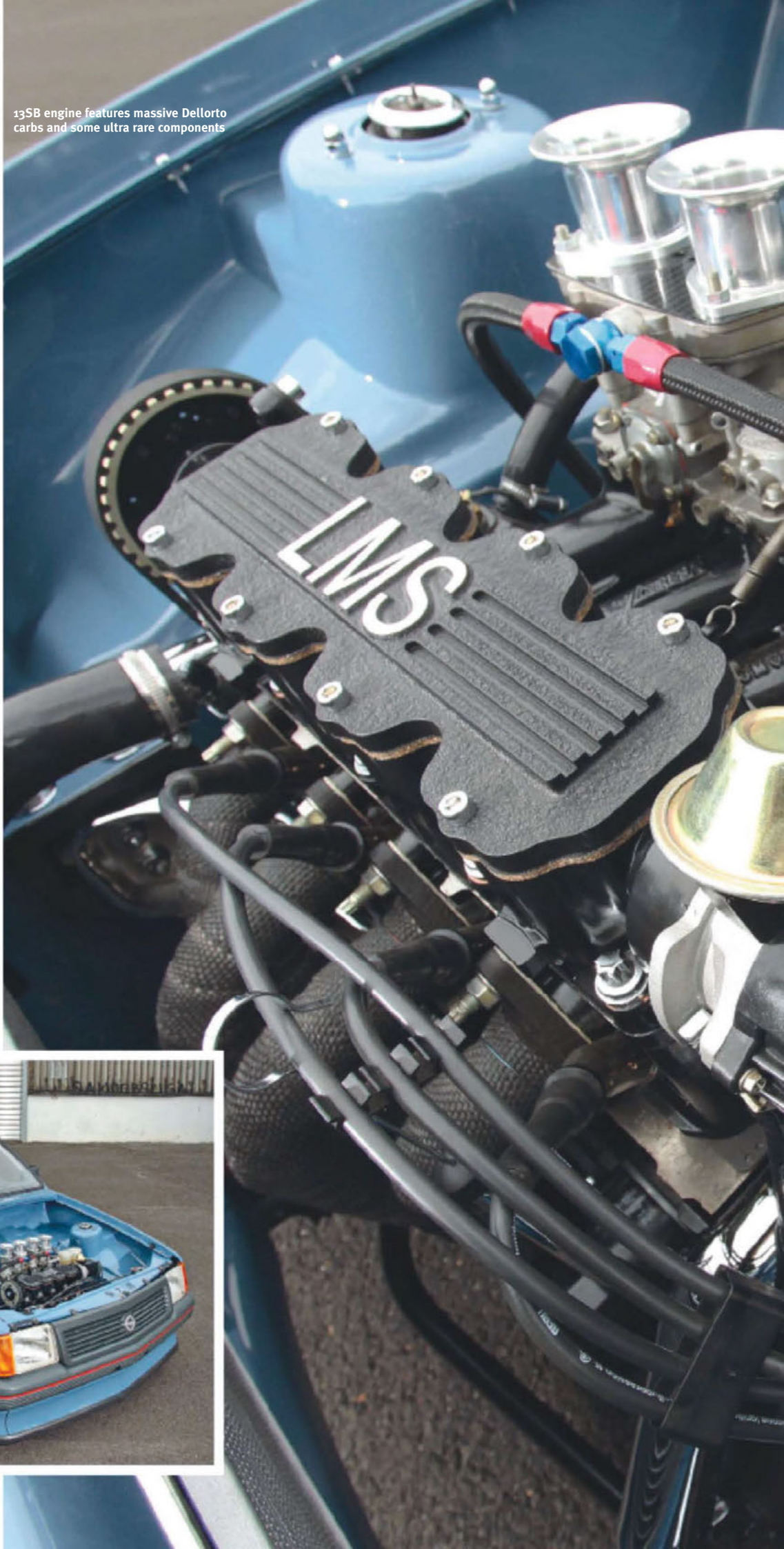
JOB Vehicle Restorer

LAST VAUXHALL Corsa Saloon

BEST THING ABOUT THE CAR

Undoubtedly the home made turbofans

13SB engine features massive Dellorto carbs and some ultra rare components







“It performs surprisingly well for a carb fed 1.3, and delivers around 120bhp”





“Air vents? Headunit slot? Yup, both have been removed”

could do – and that was to completely strip the car down, and start again, quite literally, from scratch. Thankfully Jens just happens to be a car restorer by trade, which is handy.

As the car was in generally good order with minimal rust Jens could focus his attention on the engine bay – it was always going to be the flagship feature of the car. Many an hour was spent smoothing, filling and cleaning until there was no hole, no seam, and no edge visible unless it was absolutely necessary.

And like a perfect frame around a work of art, Jens dropped in the Corsa's new engine – a mint, and very old-school 13SB complete with its most striking feature, the twin 45mm Dellorto carbs. But to get these fuelling behemoths to fit required Jens to delve

into his parts stash and unearth an ultra rare IRESA manifold (Hands up, we'd never heard of one either!), with all the associated hoses from Earls, imported from the States. Equally rare is the camshaft, in this case one from Schleicher, a company more familiar to VW tuners. To complement the cams Jens obeyed the old school tuning practices by carrying out plenty of head work followed by a skim to increase the compression ratio.

## CLEAN FREAK

To add to the clean look an alloy rad with integrated header tank lives in the engine bay, paired up with chrome pipes. It's a looker, of that there is no doubt, but it also performs surprisingly well for a carb fed 1.3, and delivers around 120bhp.

Moving on to the exterior





Questionable gearknob aside,  
that's a pretty perfect interior

## TECH SPEC

### ENGINE

1.3 13SB, enlarged ports, shortened valve guides, head skimmed 1.3mm, reworked water channels, modified valve seats, 296 degree Schleicher cam, adjustable Catcams cam sprockets, E16SE pulleys, twin 45mm Dellorto DRLA carb on custom Iresa inlet manifold, Lexmaul exhaust manifold, Supersprint GrpN exhaust system, home made rocker cover, approx 120bhp

### TRANSMISSION

F10 5-speed close-ratio box with 4.18 ratio, new linkages and bushes.

### SUSPENSION

Koni dampers, custom lowering springs, 3 degrees rear camber, modified Corsa GSi reinforced wishbones

### BRAKES

236mm Corsa GSi front discs, adjustable brake bias.

### WHEELS & TYRES

6.5 x16in ET 49 steel rims, with 165/40x16 tyres, self-built BBS-style turbo fan wheels

### EXTERIOR

Fully restored three door bodysell, towing eye removed, cleaned scuttle panel, rear wiper removed, wheelwell removed, UK spec right hand rear light, bronze glass with opening rear quarters, rear window without demist elements, Opel China Blue paint, smoothed/tucked engine bay

### INTERIOR

Corsa A GT seats and steering wheel,



Corsa A SR speedo, heater controls without rear window demist switch, new headlining, rear side panels without ashtray, shift linkage moved to the inside and chromed, chrome handbrake lever

### THANKS

Buddy Rail, Norbert, Jens Guril, LMS Crew, Steffen





# CORSA A



Pared right back to basics, with a twist

you'll continue to find the same attention to detail. The contemporary porcelain blue colour sets off the bronze glass a treat, and the removal of the passenger mirror, and wipers takes 'cleaning' to the next level. Practical it may not be but damn it looks good! Much in the same way we covet Euro taillights to remove the 'ugly' reversing light, Jens had fitted a UK light to give the same effect.

## FAN-TASTIC

Now we couldn't really mention the exterior without mentioning the wheels

– they're a real love 'em or loathe 'em mod – and are Jen's favourite aspect of the whole build, not least because he made them! While they may look like pukka BBS fanblades Jens couldn't find any no matter how many favours he called in, so there was only one solution – DIY! With hours spent milling components, and the grand total of 124 individual fins (hand cut on a table saw and each painstakingly deburred with a file) the covers were complete and bolted to a set of 6.5x16in steelies. So even if you're not keen, you've got to respect the work involved.

Following on from the minimalist exterior the interior follows a similar path. We bet you'll 'double take' when you check out the pics. Air vents? Headunit slot? Yup, both have been 'removed'! To epitomize Jens's level of OCD the rear screen came without the demisting element (which is exactly how he wanted it), but the fact that there was still a switch on the heater control panel drove him slowly insane, so he spent months tracking down the correct switch without the demist option. It took an equally long time to track down rear side panels that didn't

come with ashtrays in them. How many people will spot this at a show? Probably very few, but those in the know will undoubtedly give a nod of approval to his dedication. And that word, dedication also pops up when the seats are mentioned. Jens was desperate for a set out of a Corsa GT, but so rare were they that he ended up buying a complete car so he could relieve it of its chequered chairs!

Unusually, in many ways the best things about this Corsa are the features it doesn't have. And for that we salute Jens and his incredible creation. 



Love 'em or loathe 'em turbofans were hand-made by Jens



**AIRTEC UK**



WWW.AIRTEC-COOLING.CO.UK  
SALES@AUTOSPECIALISTS.CO.UK  
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# THE COOLING REVOLUTION...

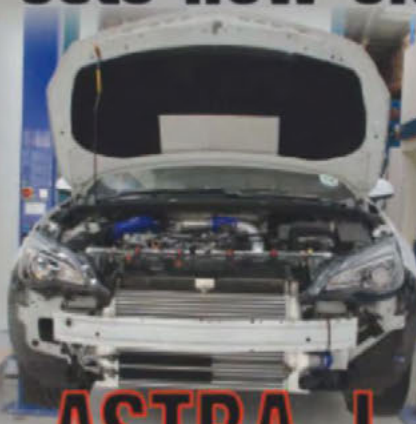
**TIME ATTACK**

**1:38.663**  
Cadwell Park

**VXR**



**AIRTEC STAGE 3 COOLED ASTRA VXR**  
sets new club challenge lap record 1:38.663



**ASTRA J**



**ASTRA VXR**



**ASTRA CDTi**

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**WWW.AIRTEC-COOLING.CO.UK**





# how to PHOTOGRAPH YOUR CAR!

Armed with a few simple tips you'll be able to take great pictures of your pride and joy in no time at all...

It's fair to say that we see our fair share of photos of cars here at *Performance Vauxhall*. Every day we receive emails filled with shots of your beloved motors. While

some of these emails contain great looking photos that really show the cars off, others are so bad that we're not even sure what the car is! So over the next few pages we'll show you

how to take a great photo of your Vauxhall! We're not going to go into an in-depth photography lesson and talk about apertures, F-stops and ISOs because in the real world you can take

a perfectly decent picture simply by taking your time and following some sensible rules. We also asked some of our regular snappers for some of their top tips.

### LIGHT

This is fundamental to all photographs – always consider where the light source is coming from to ensure that you're making full use of it. If it's in shadow, don't be lazy, move the car! If it's in direct sunlight it can at times be too much and you can get glare, or 'hot spots' on the picture. The time of day makes a massive difference too – if you can catch the 'golden hour', just after the sun has risen or is about to

set, you can get some awesome photos! All the best photographers use the light (or lack of it) to their advantage.







## PRO TIP

Need more light? You'd be surprised how effective using another car's headlights can be – experiment with dipped and full beam to get the best shot.

## CROPPING

One of the most common errors we see is badly cropped pictures. If you want people to see the car, show ALL of it. If you can't get it all in the frame – move back a bit, but don't get so far back that the car's a tiny speck on the horizon! Getting all arty and cropping the image can work really well but only if you look at the whole

composition of the picture – i.e. the background becomes just as important as the foreground. This also applies to which way round to hold the camera – don't take a side-on shot of your car in 'portrait' (tall) mode, just turn the camera 90 degrees and shoot it in 'landscape' (wide).



## CLEAN IT

You obviously want to clean your car before taking a picture – that's great, but once you've cleaned it, move it somewhere else before taking a picture – leaving the car in the 'wet patch' is never going to make for a good photo. While you're at it – if

you're taking pics of the interior get the crap out of your door pockets, lose the CDs on the passenger seat and clear the junk in your foot wells. No one wants to see a dirty car, so chuck away your rubbish, and spend a couple of minutes with the vacuum!



The car looks great – but get it out of the 'wet patch'!



## PRO TIP

Amateur photographers take note – A crap photo is a crap photo no matter how many effects you ladle on top of your lacklustre image. Learn to take a good photo before attempting to master digital enhancements!

## LOCATION

Another fundamental aspect of a great photo – many people take what they think is a great shot of their car, only for there to be a skip, or a bus, or a wasted tramp in the background. If in doubt a neutral background is always best – shutter doors on an industrial estate, an empty multi-story carpark etc. Be wary of shooting it somewhere 'over fussy'. We see a lot of photos taken next to graffiti – which can look good, but can also totally drown out the car if done badly. The same goes for scrap yards – often what you think will work really well doesn't and, conversely, often a boring but simple background can make the car really stand out.

Grass is best avoided where

possible too. Lastly, a word of warning about lamp posts – a badly placed lamp post can ruin an otherwise great shot. So if there's one in the way move either yourself, or the car.



## PRO TIP

Making use of the location as a three dimensional space can make for a far more interesting image. For example the underside of a bridge narrowing towards the horizon makes for much more visual drama than a flat wall as a background.



# CAR PHOTOGRAPHY

## TURN THE WHEEL

A simple one, but one that's often overlooked. You've got a cool set of alloys on your car, that you've lovingly cleaned – so why take a picture of the tyre tread! If you're taking what we'd call a 'front three-quarters' shot then turn the wheel so you can see the metal not the rubber! If you're taking a rear three quarters, you can either turn the wheel slightly (with the face of the wheel towards the camera) or with the wheels straight. Side on, or dead front shots should always have straight wheels to avoid it looking odd.



### PRO TIP

Move around – Don't shoot like it's a Gumtree advert, i.e. standing up and 3 feet from the car. All this does is make uninteresting areas like the bonnet and windscreen your focal point.

## SHOWS

When taking show photos don't forget to include people



We see a load of show photos from self proclaimed photographers where pretty much every car is shot from exactly the same angle – They've just walked around, shot every car from head height, and added their

watermark. Don't be lazy, get creative, move about, experiment with framing options, and don't forget that adding people into your composition can work really well in a show setting.



### PRO TIP

Cars are big curvy mirrors so look out for other cars, yourself and your mates' reflections. It can happen at so many points too, bumpers, doors, windows, even headlights can end up having the daftest things appearing in them and ruining your shot!

### PRO TIP

Walk away from the car, get low down and zoom in. The car will be just as big in your shot, but the likes of the wheels and stance will be much more prominent (see photo below).

## FOCUS

In the good old days of camera film and processing you never knew what you were going to get until the pics came back from the lab – but these days you're instantly rewarded with the

photo on the camera's screen. So look at it, zoom in, and see if the car is in crisp focus. If not, delete it and take it again. There's never an excuse for a 'soft' out of focus shot these days.

If you've got a decent lens, try experimenting with depth of field, whereby the car is sharp but the background or foreground is 'soft'. It can make for a very pro looking shot.







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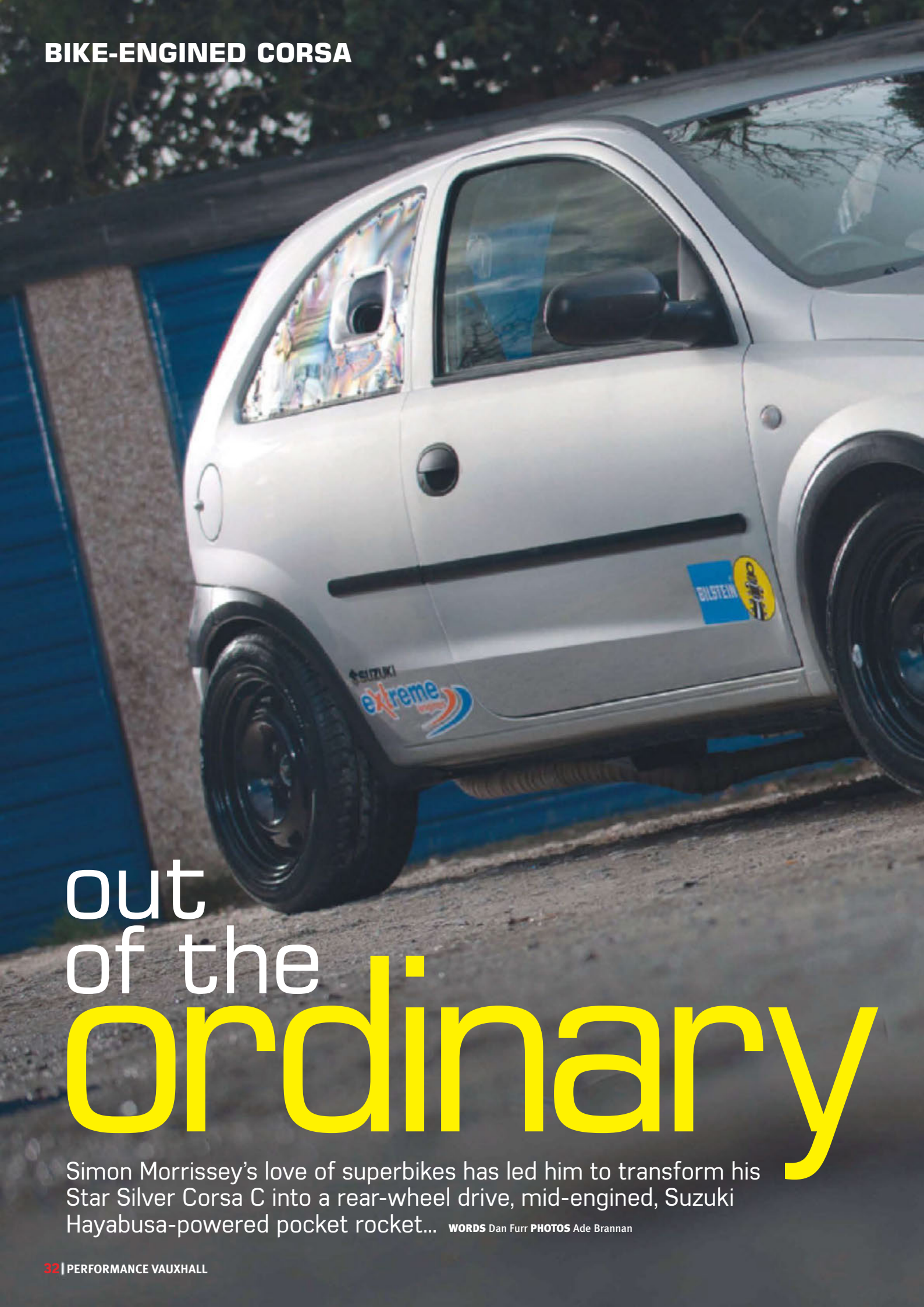
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BIKE-ENGINEED CORSA



# out of the ordinary

Simon Morrissey's love of superbikes has led him to transform his Star Silver Corsa C into a rear-wheel drive, mid-engined, Suzuki Hayabusa-powered pocket rocket...

WORDS Dan Furr PHOTOS Ade Brannan





### FAST FACTS

- ★ Suzuki Hayabusa engine
- ★ Six-speed sequential gearbox
- ★ Sapphire RS Cosworth rear beam and LSD
- ★ FK coilovers
- ★ Subaru WRX STi seats

I've always liked the idea of chucking a motorcycle engine into a car," admits long-time superbike fan, Simon Morrissey. "I've owned a number of performance two-wheelers, but I'm also a Vauxhall nut who has driven his fair share of modified Griffins. I suppose you could argue that my current car blends the best of both worlds!" he chuckles.

The four-wheeler that Simon is referring to is an incredible mid-engined, Suzuki Hayabusa-powered Corsa C. "The car came to my attention when it was driven into my

Independent automotive service and repair centre in Stockport," he tells us. "At that time, I was presented with a totally standard entry-spec Corsa with a single-litre engine that was giving its owner a major headache by refusing to fire up when warm. Perhaps unsurprisingly, the costs generated by time spent investigating the problem proved to be prohibitive, encouraging the guy to lose interest in the repair work. To my astonishment, he said that I could keep his car without charge, leaving me in possession of the perfect platform for a project that I'd dreamed about for a very long time," he smiles.

Ambitious engine swaps are nothing new to Simon. Indeed, he counts the installation of a Mk2 Ford Escort RS2000 powerplant into the engine bay of a Viva HC among some of the more unusual conversions that he's undertaken. There's also the Morris Ital van that he equipped with the guts of a Leyland Sherpa, a Land Rover 90 powered by the beating heart of a Ford Transit, and a long list of petrol-to-diesel transformations that he has engineered on behalf of his loyal customers. None of these crazy creations, however, come close to matching the extraordinary





# BIKE-ENGINEED CORSA

Lexan window aids cooling, and reduced weight – a win win!



Vauxhall that is currently sitting in his Cheshire workshop.

So how exactly does one go about populating the cockpit of a Corsa C with the nuts and bolts of what was once recognised as world's fastest production motorcycle? "I started by

purchasing a complete Hayabusa, primarily because second-hand parts for this particular model can be very expensive. Besides, a complete bike ensured that I had its 1.3-litre engine, wiring loom, ECU and the other required Suzuki items that I hadn't yet

taken into consideration," explains Simon. "I then measured the wheelbases and subframes of almost every car that passed through my workshop until I was satisfied that I'd identified suitable donor parts to use in place of the Corsa's rear chassis

equipment," he adds.

To the amusement of Simon's Vauxhall-loving colleagues, the cars that offered themselves up as suitable donors for the project came from the Ford stable; a Sapphire RS Cosworth provided its rear beam axle, propshaft and limited-slip differential, while a Focus ST170 contributed its front crossmember, legs, hubs, wishbones and brakes, all of which found their way onto the Cossie beam before being offered up to the back end of the Corsa.

## CROSS THE STREAMS

"Sending power to the car's rear wheels was more of a challenge than I had anticipated, not least of all because I was constantly changing the position of the Blue Oval gear in order to get it exactly where I wanted it," continues Simon. "This had a direct influence over the location of the engine mounting points, and I spent over a fortnight shifting the beam back and forth until I was happy with its final resting place!" he groans.

Cutting a large inspection hole in the Corsa's boot floor helped him to fix the troublesome Ford parts in



U-turns are 'fun'





“Sending power to the rear wheels was more of a challenge than I had anticipated”

It's a tiny engine that packs a real punch



Where once there was an engine, now there is a fuel tank, and not a lot else



# BIKE-ENGINEED CORSA

place (while also providing a handy access point for the diff!), but utilising Focus front suspension geometry meant that the ST170's wheels weren't wide enough to fill the Vauxhall's rear arches. Simon knew that Peugeot 406 rims would sit happily on his car's recently-acquired Ford hubs, and he soon set about dismembering a complete set of Pug steelies that were collecting dust in his workshop. Each 15 incher was cut into several pieces before the resulting components were welded together in a new arrangement – the outcome of which produced two completely bespoke wheels, each boasting 9.5-inches of width! Vectra B steelies were sourced for the front of the car, and each wheel was powdercoated black before being wrapped in Dmack tarmac rally rubber.

## HYBRID HI-JINKS

Meanwhile, the Hayabusa engine was turned 90 degrees and mounted in the rear of the Corsa's stripped cabin. The 16-valver continues to run stock Suzuki internals, but it's now equipped with stainless water pipes, a 13-row Mocal oil cooler and a custom billet-machined sump with a swinging pick-up pipe that has been introduced to ensure the avoidance of oil starvation. A Simtec fuel system (including an uprated fuel pump, a performance filter, an adjustable fuel pressure regulator and stainless fuel pipes) joins a 25-litre front-mounted alloy fuel tank, and the car's airflow requirements are managed by throttle bodies mated to equal length trumpets, an intake that pulls air through a duct in the offside rear window, a K&N filter kit and a custom exhaust system incorporating the

Suzuki's original four-into-one exhaust manifold, its silencers and a Remus backbox.

The 194mph superbike's engine features an integrated six-speed sequential gearbox. Simon has equipped the transmission with an uprated clutch basket and performance springs. He's also modified the Corsa's standard pedal box so that it operates the previously mentioned throttle bodies by way of a 10-foot accelerator cable that snakes its way around the car's cabin. Toasty in-car temperatures generated by the DOHC inline-four escape through an louvered aluminium engine enclosure and a nearby vented Lexan Margard polycarbonate rear window – the latter contributing to a significant reduction in the car's overall weight.

This cool Corsa's exterior updates are few and far between, although you might have noticed that its ride height has been dropped by 40mm as a consequence of the appointment of FK coilovers. Painted calipers (1.8-litre Corsa SXi stoppers at the front and the ST170's anchors at the rear) inject a splash of red to the proceedings, but otherwise it's business as usual for the Star Silver stunner. That is, of course, until you hop inside; Subaru WRX STi bucket seats, the Hayabusa's dash clocks, an in-car fire extinguisher and an exposed fuse board suggest that we're sitting in a car that is far removed from the 57bhp shopping trolley that rolled off of the General Motors production line almost fifteen years ago. And that's before you turn around, to be greeted by one of the most powerful superbike engines ever produced!



“I spent over a fortnight shifting the beam until I was happy with it”



Purists look away – numerous Ford parts were utilized to make the build work







We imagine rear tyres don't last long for Simon

## TECH SPEC

### ENGINE

Suzuki Hayabusa 1299cc DOHC 16-valve inline-four, billet-machined 60mm deep sump with baffle plate and swinging pick-up pipe, Mocal 13-row oil cooler, Goodridge braided oil lines, NGK Iridium spark plugs, Hayabusa fuel injection system, Simtec uprated fuel pump and filter, Simtec adjustable fuel pressure regulator, stainless fuel pipes, 25-litre front-mounted alloy fuel tank, 2.5-inch aluminium water pipes, modified electric water pump, TX Autosport twin-core alloy radiator, Ash silicone hoses, custom accelerator cable, throttle bodies, equal length trumpets, K&N air box and filter, Hayabusa 4-2-1 exhaust manifold and silencers, Remus back box

### POWER

185bhp @ 9500rpm, 100lb/ft torque @ 6500rpm, overall weight 950kg

### TRANSMISSION

Six-speed sequential gearbox, stock Hayabusa clutch with uprated springs, uprated clutch basket, MGB GT clutch slave cylinder, custom propshaft flange, modified Sapphire RS Cosworth rear beam axle and propshaft, Sapphire RS Cosworth limited-slip differential

### SUSPENSION

FK coilovers lowered 40mm, Ford Focus ST170 front suspension components (crossmember, legs, wishbones, hubs) at rear, custom driveshafts, front and rear strut braces

### BRAKES

Corsa 1.8 SXi front calipers painted red with drilled and grooved 260mm Apec discs, Ford Focus ST170 front

calipers (at the rear) painted red with 300mm vented discs, EBC Greenstuff pads, hydraulic handbrake with inline bias valve, standard pedal box, standard Corsa servo, Audi A4 electronic brake vacuum servo pump

### WHEELS & TYRES

6x15in powdercoated Vectra B steel wheels with 195/50x15 DMACK tarmac rally tyres at the front, 9.5x15in powdercoated and modified Peugeot 406 steel wheels with 225/45x15 DMACK tyres at the rear, rear track width increased by 100mm, 3° negative camber all round

### BODY

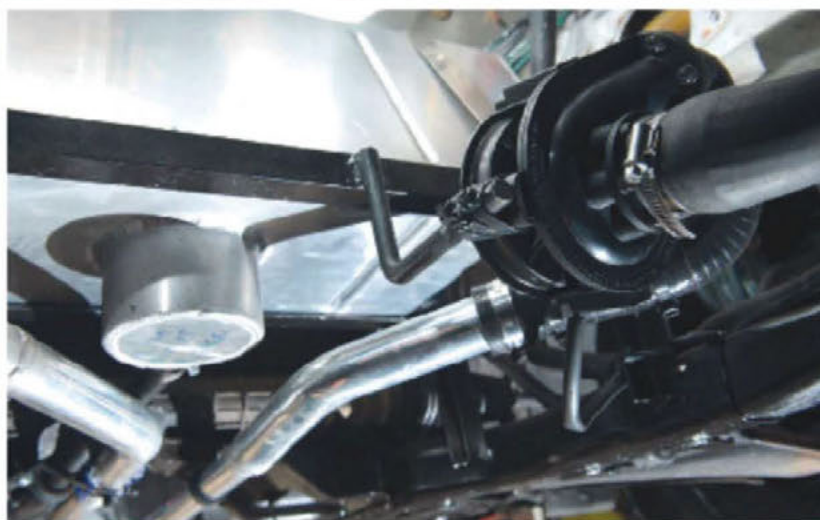
2001 Corsa C, Star Silver paintwork, smoked rear lights, Lexan Margard polycarbonate rear windows, side window air scoop, vented tailgate window, Aerocatches, pressed German-style registration plates, various stickers

### INTERIOR

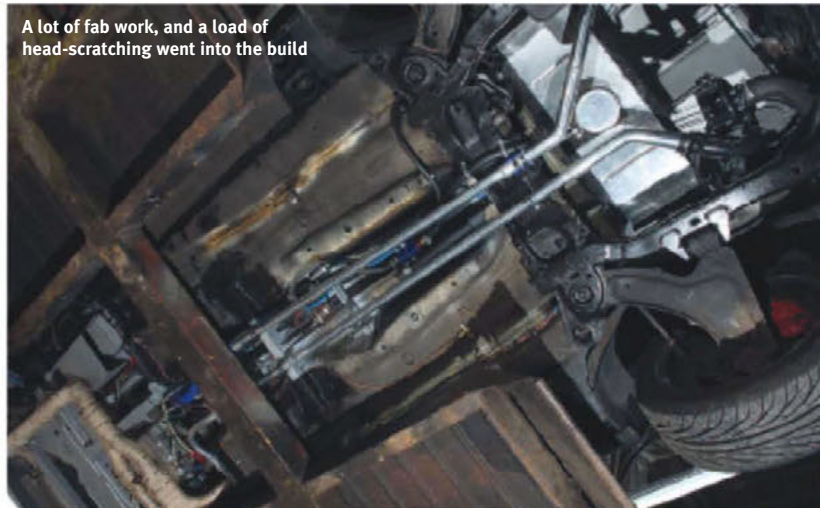
Stripped cabin, custom louvered engine enclosure, Subaru WRX STI seats mated to modified Corsa C subframes, Hayabusa dash clocks, oil pressure and water temperature gauges, Hayabusa power switches and fuseboard, in-car fire extinguisher, modified Corsa C pedals

### THANKS

Thanks to Karl Bradshaw at Extreme Engines for his help and advice throughout the project, and to my wife, Sharon, for putting up with all of the late nights and the weekends that I spend beaver away in my workshop!



A lot of fab work, and a load of head-scratching went into the build





# BIKE-ENGINEED CORSA



Windows and stickers give the game away a little – but it's still quite the sleeper



Interior has been stripped of all its luxuries, so all that's left is a steering wheel and a load of purpose!

“The Suzuki Hayabusa motor is still being managed by its factory ECU,” confirms Simon. “Plumbing the wiring into the Corsa was just one of the many challenges that I faced as the project progressed, and I found myself chopping out sections of loom and removing all the creature comforts in an attempt to keep nothing but the bare essentials,” he says. The car’s heater and standard lighting apparatus have been ditched accordingly (the latter being replaced by a selection of LEDs), but don’t be

fooled into thinking that this 185bhp supermini is anything other than its proud owner’s daily driver. “I’m definitely looking forward to testing its abilities along the quarter-mile strip at the forthcoming *Performance Vauxhall Show* at Santa Pod, but I haven’t really built the car with the intention of participating in competitive motorsport,” he says, before pointing out that this amazingly hot hatch is road legal, and that he’s left enough room in its boot area to house the weekly shop!

If he did wish to flex his motoring muscles at the racing circuit, a number of different forced induction packages (including an SBD Motorsport supercharger kit) for cars propelled by the Hayabusa engine are available to buy as off-the-shelf solutions, and power figures of well over 300bhp can be achieved without having to replace any of the Suzuki lump’s component parts. “Thanks for the information, but my car is quick enough as it is!” laughs Simon. Or to put it another way, “on yer bike!”



## OWNER SIMON MORRISSEY

**AGE** 45  
**JOB** Garage proprietor  
**FIRST VAUXHALL** A Viva HC that I equipped with a Mk2 RS2000 engine and gearbox  
**FAVOURITE VAUXHALL** Lotus Carlton  
**BEST THING ABOUT THE CAR** The fact that it is mid-engined





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VIVA VAUXHALL

# VIVA VAUXHALL AT CRAIL

Yup, it's that time again! Time for Dave Reid to don his kilt and head on over to Crail. Let the madness begin...

WORDS Dave Reid PHOTOS Ade Brannan



VX220 lines up ready to take on the Crail drag strip







Mean looking Vectra on 3DSMs



For us lot in the north, the annual pilgrimage to the 'Viva Vauxhall' event at Crail Raceway way out on the most easterly tip of the Kingdom of Fife is a rather special affair.

Not only can it be argued that Crail Raceway has long been the spiritual home of car enthusiasts in this part of the world but with the sad loss of founder Willie Robertson almost two years ago, for many it's a chance to remember the great man and pay tribute in the best possible way and gather some of the finest and fastest Vauxhalls Scotland and beyond has to offer. This year, again the forecasters told us it'd be rain, hail and blizzards but several hundred hardy Scots shrugged it off and went "Tell us something new," and by 10am the venue was packed with several hundred Scots wondering what the bright thing in the sky was. Game on!

The concept behind Crail is simple... if you are there to race, you pay £15 and you lay rubber down on the strip until you either run out of fuel or daylight. If you're there to park up with your club and your mates, then you take to the grass, and if, like snapper Ade, you're there to get through two sets of tyres in under 7 minutes, then you take to the drift oval. This year the main focus was on the grass. For most

Viva Vauxhall at Crail marks the beginning of the UK show season along with a chance to catch up with some fellow enthusiasts and try and win some awards. As a result, the standard of cars Crail is attracting these days is quite remarkable. Gone are the days when cars of a show standard were outnumbered by sort of 'Tesco on a Saturday afternoon' stuff and even though we say it every year, the standard of cars on display just keeps getting better and better which in turn makes the task of judging the various class winners a little more challenging.

This year we also welcomed a special guest in the form BTCC legend, John Cleland. The man responsible for making a Cavalier fly, settling a few BMW based scores and lifting the 1995 drivers title kindly took time out from campaigning his current 1999 BTCC Vectra to be on hand with his expert knowledge and cracking wit to mingle with the masses, help judge the show and shine competition and make sure resident snapper Steve McCann was managing ok with the promo girls. With cars travelling from all over Scotland and the north of England, a daunting task lay ahead but I'm sure you'll agree that the winners were deserving of their awards and we would extend our gratitude and admiration to everybody who came along to support what has become Scotland's

Who says you can't race your estate?





Only bespoke Vauxhall show. We know it's a long way, we know you go home sporting 'Crail face' and we know Police Scotland try and take all your money but without you guys, we would have nothing up here so we salute you all.

Away from the show area, the quarter mile strip was packed as always and with the rain staying off, some quick times were being set and the competition was hotting up. Then local hero Alan Duthie arrived with his Corsa, fresh back from his 9.9sec run at Santa Pod and everybody suddenly started making excuses and stared at their feet. Struggling with Crail's reduced grip, Alan went on to set the fastest time of the day with a 12.33sec pass. Impressive given the wheels spun for the entire duration. "Aye, I was struggling. I was getting spin in first, second, third... fourth... and aye... fifth" he commented, unphased as always. With Alan setting his fastest time after the deadline for the awards, the overall title was graciously handed to Paul McKenzie in his LET powered Nova who bagged a 12.63sec pass. Elsewhere, some incorrectly classed cars confused the results but fastest man in the 'Up to 1600 turbo' class was Ross Copeland in his Corsa VXR with a 14.18sec pass and in 'Up to 2000cc NA' the title was taken by Marty Milwain (for a change!) in the remains of his XE powered Nova with an excellent 13.13sec pass. Next year, new challenge: the man who beats Marty in an NA Vauxhall gets a free burger.

All that remains is for us to say a massive thank you on behalf of Crail Raceway and the Vauxhall scene in Scotland for making the event another success and we'll see you again next year, same place, same time.

Yup, that's Crail, and yup that's a blue sky!



## AWARDS BEST CLUB ASTRA OWNERS NETWORK

The trophy shelf back at the grand lodge must be groaning under the weight of all the trophies by now, and this year added yet another for the ever enthusiastic crowd from the Astra Owners Network. We've said it before but these guys know how to do it in style... cars parked immaculately, gazebo up, BBQ on the go and possibly the most welcoming bunch since the Teletubbies had an open day. Main man Andy again drew in members from all four corners and organised a group picture like a man who knows how to organise a group picture. You'd swear they've done it all before. If you have an Astra, go find these guys and hell even if you don't, go and find them anyway.



## AWARDS BEST MODIFIED ALLY BOYD CORSA D

I'll be the first to admit that stretch and stance isn't my thing, but Ally Boyd's air ride Corsa is pretty epic probably thanks in large to the custom made 3 piece Alfa Romeo inspired image wheels painted to contrast the lurid green paint. With a flawless ICE install centred around the air ride system, the interior is as effective as the exterior especially with the addition of Bride seats. Honda fanboys are now getting all hot and bothered. Performance modifications are limited but then that's not what it's all about. The Corsa is at its best sat on the floor,

tunes on and reminding us that the Vauxhall tuning scene is as diverse as it comes and to make a big impression, you don't need massive power and an endless budget.



If you haven't already, go to page 8 for more on this cool Corsa





Nova was built as a tribute to the late Adam Maxwell

**AWARDS**  
**BEST OVERALL/CAR OF THE SHOW**  
**MARK WEBSTER NOVA 16V**

In November 2013 we sadly lost a much loved member of the Vauxhall community – Adam Maxwell, the man behind AM Developments and co-creator of the UK's first VXR power Nova. He passed away following a road accident and friends have paid tribute ever since, but one man, lifelong friend Mark Webster decided to finish what Adam started. Touching, very much so... but deserving of top honours? Absolutely. Built using one of Adam's bare shells, it's superb. It's simple, it's built to a terrific standard, it's yellow, it's a valver and it's as 90's as they come. It's everything a Nova should be and we love it!



Manxona, or Ascanta?  
 Either way we love it!







## AWARDS BEST RETRO CHRISTOPHER MCCUTCHIN CAVALIER MK1

The retro category is always the quietest at Crail but this year saw a flurry of activity and included a Manta 1400 rep, a flawless Mk1 Astra GTE and Rab McDonald of RM Bodywork's latest Mk1 Cavalier project painted in 70s spec green. And then there was Chris's Mk1 which errr.... wasn't. Pulled from a barn where it had sat for 34 years, the seized engine was replaced, it was lowered using a mix of spring and bags of cement and then that's it. Rusty yes, rotten... far from it. Mechanically and chassis wise, the Mk1 is as good as they get and the chicken wire holding the bumper on is top quality stuff. It's brilliant, it made everybody smile and it couldn't not win!



You gotta love a ratty retro!



## AWARDS QUARTER MILE CLASS 1 - UP TO 2000CC N/A MARTIN MILWAIN Nova 2.0 16V • 13.13secs







**AWARDS**  
**CLASS 3 - OVER**  
**2000CC TURBO**  
**PAUL MCKENZIE**  
 Nova Turbo • 12.36secs



A gathering  
 of Sports



Cheeky Chevette  
 on Wolfrace Slots



**AWARDS**  
**BEST STANDARD**  
**ANDY GIBSON VECTRA ST200**

Ayrshire man Andy is no stranger to the show scene being a regular at most Scottish events and the likes of the VBOA Rally in Northampton. He can also say he is owner of one of the cleanest, if not the cleanest Vectra ST200s left and given the car is in it's original, unmolested state it must also make it the best example left.

On show with the guys from the Vauxhall Drivers Club and flanked by previous award winner and sidekick Scott Woodburn's immaculate Vectra VXR, it was a tough decision but given Andy had pinched the living room mirror to show how flawless the underside of the ST200 is, it was deserving of the top honours.



## AWARDS SPIRIT OF CRAIL AWARD ALLAN DUTHIE

The Willie Robertson 'Spirit of Crail' award is presented to those individuals or groups who go that extra mile and make a special effort to make it to Crail or to enhance the show for others. There was no questioning this one, awarded to local hero Allan Duthie who's quarter mile antics over the past couple of years have earned him the love and respect of the Vauxhall community and fellow competitors alike. He knew he wouldn't be breaking his recent 9.9sec record but the saltire clad Corsa still got everything, destroying its tyres in a show of limitless power for pretty much the length of the strip. In attendance as always with sons Shaun and Jack, I'm sure you agree that Allan's is a worthy recipient of the award and join us in wishing the team the best for the forthcoming season and beyond.



## AWARDS BEST DRIFTER FRASER HUNTLY VIVA TURBO



## AWARDS CLASS 2 - UP TO 1600CC TURBO CHRISSY NAILEN

Nova 2.0 16V... yeah, this confused us too but sod it, he did massive burnouts so it's all good! • 14.49secs

## AWARDS CRAIL CHOICE DAVIE BROON LOTUS CARLTON

The car that needs no introduction and to be fair, an owner who falls into the same category. Another veteran of the Vauxhall scene, if Vauxhall built it, Davie's probably owned it but his latest acquisition is arguably in a league of its own. 25 years after Vauxhall stuck a middle finger up at the gentleman's agreement to cap saloons at 155mph, the Carlton still has

enough presence today to make people stop and stare. Davie's car is up there with the best and guest judge John Cleland was full of praise and fond memories. A very special car indeed. We did point out to Davie that he could take two trophies home but he graciously declined the invite to let John loose on the drift oval with it.







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## 2.8 SIGNUM

### *FAST FACTS*

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- ★ 355mm Vectra VXR brakes
- ★ 19in Bentley Continental GT Alloys
- ★ Lego themed install





# BLOCK BUSTER

The UK car scene is nothing if not diverse, as this highly unusual Signum demonstrates... **WORDS** Jarkle **PHOTOS** Chris Wallbank

**S**ome cars are easy to modify, at least to a certain extent, with the VW scene being a great example; cars like the Mk4 Golf are very much part of the very fabric of the UK's car tuning community, and for good reason. That means that key parts like coilovers, wheels and induction kits are ten a penny and simple to get. With a couple of clicks of a mouse they appear at your front door, ready to be bolted in place. Of course at the other end of the scale you have all

manner of left-field choices, cars that through no fault of their own have never exactly been embraced by the modified car world. The Vauxhall Signum fits the bill and probably ranks as one of the stranger candidates for a full blown project car.

Quite what Vauxhall were thinking when they rubber stamped this odd executive estate isn't known, but it's fair to say that they weren't massively popular when new, and modified examples are few and far between!

Evidently none of this came close to putting Satbir Sangha off, as over the last three years he's transformed a

rather hum-drum Signum into something that's not only unique, but is also really rather cool. Satbir's been involved with Vauxhalls for years and long time readers may recall his stunningly well turned out silver Vectra C, complete with comically low ride height and Bentley alloys.

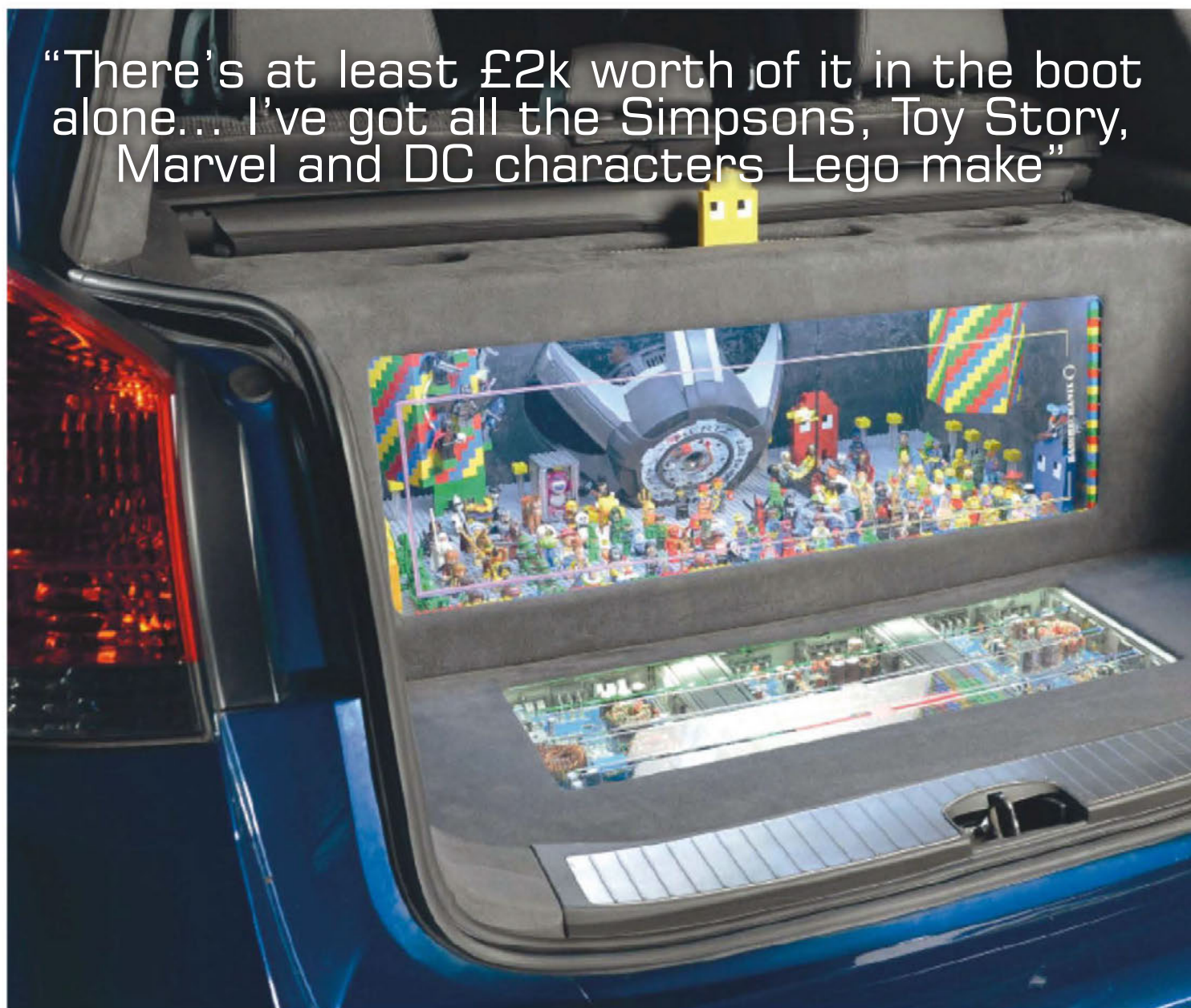
## INSURANCE JOB

"I've always loved the look of the Vectra C and fancied a VXR model. The insurance was something like £8000 at the time though, whereas it was just a few hundred for this Signum – cheaper than my diesel Vectral"





## 2.8 SIGNUM



“There’s at least £2k worth of it in the boot alone... I’ve got all the Simpsons, Toy Story, Marvel and DC characters Lego make”

Now it’s here that we should probably pause to highlight the fact that the engine in Satbir’s Signum is basically a slightly de-tuned version of the 2.8 turbocharged V6 in the VXR, so he’d effectively found a way of getting VXR power for naff all money – clever thinking, no? It helped that the Signum he bought back in 2011 had led something of a charmed life, with one owner from new and just 30,000 miles on the clock – the perfect base for a project in other words.

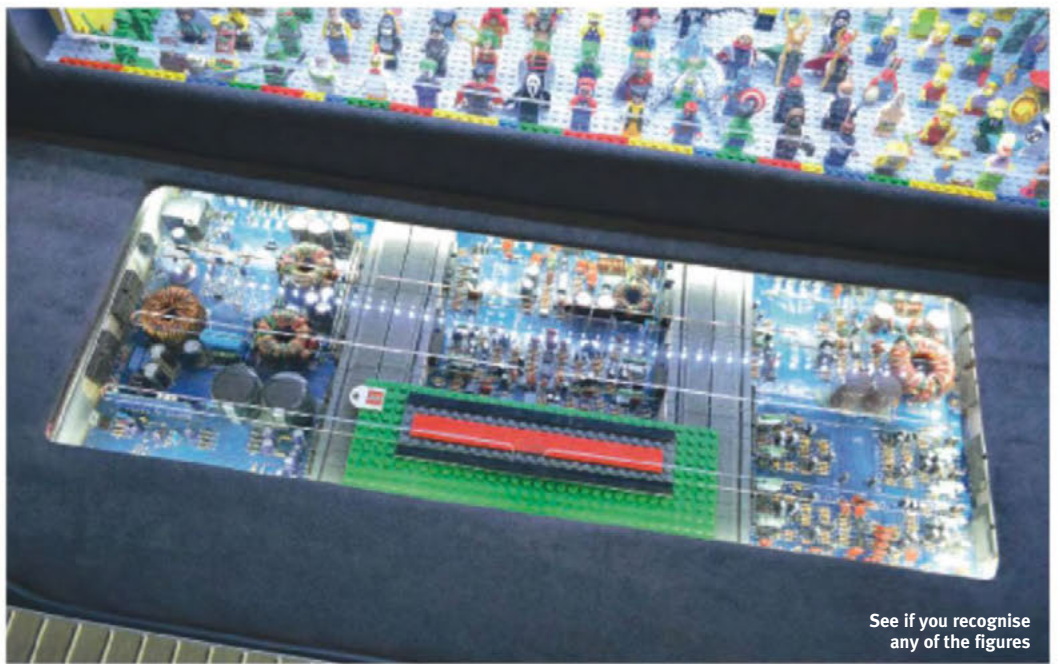
### SWITCHED ON

Satbir set about the project in an impressively logical manner; the first show season reserved for finalising the look of the car, the second making sure that V6 was chucking out a suitably hefty power figure, and, most recently of all, perfecting the boot install. One of the advantages to having built such a cool Vectra became clear early on, with the Bentley wheels and spacers being simply switched over along with some coilovers, and Satbir found himself with a suitably stunning looking Signum



VXR styling additions have made their way onto the Signum

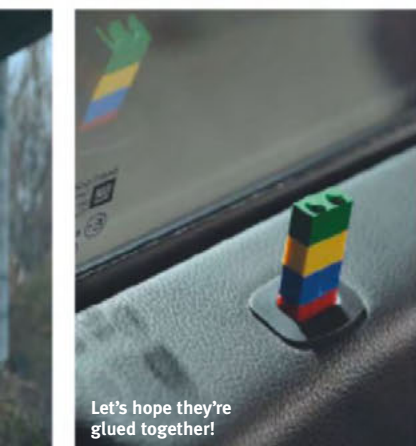




See if you recognise any of the figures



What do you mean 'illegal' officer?



Let's hope they're glued together!



## OWNER

SATBIR SANGHA

AGE 25

JOB Fish & chip shop owner

THIS OR YOUR VECTRA C?

That's like asking a parent to choose between their two children. I love them both equally

FAVOURITE BIT OF LEGO?

The amount of work that went into bending the Lego blocks to make two cylinders for the ports have to make it my favourite piece



Bentley wheels were initially fitted to Satbir's Vectra

within hours of getting his name on the V5.

The upper reaches of the Vauxhall range were plundered for parts and the Signum soon found itself wearing the front bumper, side skirts, front brakes and grilles from a Vectra VXR, plus Focus RS bonnet vents, a VXR styling pack rear spoiler and all manner of colour coded trims. These changes,

along with the seriously low ride height, black roof and funky Bentley Continental wheels, have utterly transformed the look of the car, and it's now a very purposeful machine indeed.

It's the sheer level of attention to detail that really sets Satbir's Signum apart though, and the car is littered with clever, humorous touches, with that boot build being a case



## 2.8 SIGNUM

in point. "It's been built by Monty and Snoop at Bassmechanix, but it took us a while to come up with a theme, especially as they've already fitted stuff like Scalextric sets in previous builds," explains Stabir. The trio eventually settled on a Lego theme and it's safe to say it's a theme Satbir's well and truly taken to heart – the car is now littered with the Danish toy! "There's at least £2000 worth of it in the boot alone, mainly as I wanted to fit recognisable figures and they tend to cost a lot more than generic ones. I've got all the Simpsons, Toy Story, Marvel and DC characters Lego make."

There's a lot to be said for having a sense of humour when it comes to building project cars, hence why we're so glad to see a Lego Iron Man figurine enjoying a Lego strip club in the boot of Satbir's Signum! There's even a lone 'Where's Wally' figure nestled somewhere in there, though actually finding it requires getting down on the floor (using Bassmechanix's specially developed kneeling pad, naturally) and having a good long look.

The Vauxhall Z28NET found in Satbir's Signum is something a tuning gem, capable of making big power with bolt on modifications and associated fueling and induction work. This car puts out a claimed 313bhp and 400lb/ft of torque, though the fact it's been netted by adding nothing more than a custom induction tract, exhaust and remap is perhaps even more impressive.

"There was a fair amount of forum debate when I re-routed the induction tract, by 180 degrees and plenty were saying I'd actually end up losing power. Everyone went a bit quiet after I got such big dyno gains," chuckles Satbir.

### INSIDE JOB

Satbir's long term plan saw a host of interior work carried out over the winter of 2014, with an Alcantara headlining and pillar coatings being perhaps the biggest change. A lot of time and effort has been spent ensuring the majority of the cabin is OEM+, hence why you can still spot the factory-fitted head unit and Sat Nav nestled next to the VXR wheel, though the former has been cleverly wired into the aftermarket Hertz amp and speakers.

We love how hard Satbir's clearly had to work to get this car looking as good as it does now, a legacy of the almost total lack of off the shelf tuning parts for the Signum. It's also great to see a model that is largely unloved and ignored by the wider UK car scene given some love and attention, and the fact it looks so fantastic simply serves to underline that fact that every car has potential – you've just got to be willing to spend the time bringing it to the fore. Not that Satbir's even close to being finished, not by a long shot! More power is on the cards for 2015 (thanks to a hybrid blower), along with an air suspension system, some Rotiform alloys, and, you guessed it, even more Lego! 

## TECH SPEC

### ENGINE

Z28NET with custom 180 degree air intake in relocated battery space, Apex'i air filter, Samco hoses, custom AAS Turbo back 3in decat exhaust using EDS downpipe, custom AAS solid boost pipes, RS tuning Remap, Cavalier Bailey oil catch tank, Corsa B battery mount, Ultra Blue engine covers

### POWER

(Claimed) 313bhp and 400lb/ft of torque

### TRANSMISSION

F40 gearbox with Sachs uprated clutch

### SUSPENSION

Spax RS-X coilovers, Meyli droplinks, polybushes all round, H&R Track+ Spacers

### BRAKES

345mm Vectra VXR calipers painted 4 different Lego colours, drilled and grooved rear discs, Ferodo DS2500 pads, stainless steel hoses

### WHEELS AND TYRES

High Power Silver 9x19in Bentley Continental GT alloys with custom badges, 215/35x19 Falken F452 tyres

### INTERIOR

Factory half leather seats, Signum pre facelift headlining with overhead storage wrapped in Alcantara, Alcantara pillars with custom pods for tweeters in A-pillars, black visors and handles, VXR steering wheel, Lego door pins, ambient lighting, LED interior lights, custom mats and embroidery, Insignia pedals

### EXTERIOR

Vectra VXR hatchback front bumper with smoothed recess, VXR estate side skirts and styling pack rear spoiler, VXR grilles in Panther Black, Signum upper grille in Panther Black, Focus RS bonnet vents, gloss black roof, VXR V-grille, black diffuser, mirrors, surrounds, B-pillars, stubby aerial and window trims, tinted head and foglights, Insignia washer jets, custom flat arches

### ICE

Audio Control LC6i signal processor, Hertz EP1D Monoblock amplifier, Hertz EP4 bridged 4channel amp running front setup, Hertz EP2 2 channel running rear speakers, Hertz HX380D 15in sub woofer in custom twin ported box, Hertz HSK 165xl speakers, battery relocated into boot with custom Lego distribution block, colour changing chaser lights, custom Lego boot-build trimmed in Alcantara by Bassmechanix, over 100 rare Lego minifigures, Lego spiral wrapped DLS ports

### THANKS

All my family and friends, Monty and Snoop from Bassmechanix, Unitsixteen Automotive, RAW Automotive, Polish Detailing



"Everyone went a bit quiet after I got such big dyno gains!"

The Z28NET fitted to the Signum is pretty much a detuned VXR engine







Beefy tailpipes hint that  
this isn't a 1.9 diesel!



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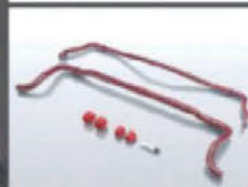
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CHEVETTE XE

# proper job

There's a lot to love about the humble Chevette saloon, especially if it's been fitted with a screaming XE and been treated to a flawless coat of paint! **WORDS** Jarkle **PHOTOS** Steve McCann





It's all too easy to forget just how important the Chevette was to Vauxhall when it was launched in 1975. The manufacturer had struggled throughout the preceding decade with a dated, limited model range that had attracted a reputation for chronic rust – quite some feat in an era when British Leyland could sell bucket loads of cars like the Marina and the Allegro! Still, things were looking up for the Griffin thanks to a successful on track motorsport programme, increased investment from the purse-holders at GM, and some genuinely attractive new models. The Chevette went on to be a strong seller for Vauxhall and was very much part of the street furniture of urban Britain right up until the early '90s. It spawned the brilliant Chevette HS and the mighty HSR, and

provided Opel with their first hatchback (the Kadett C City), and generally carved out a reputation as a good, honest family car.

Nowadays the Chevette is a very rare car indeed, with ferrous oxide and the passage of time having sealed the fate of most examples well before the turn of the century, but good, enthusiast owned cars are still out there. This one is owned by Jonathan Armstrong, a self-confessed Vauxhall nut with a deeply impressive CV of previous cars, including plenty of hot Novas.

"I left Vauxhalls behind and got into Evos, but about three years ago I wanted another go," Jonathan explains. "I bought a Nova GSi that'd been on the cover of *Max Power*, drove it for a mile and had to get out and sell it again – it was that bad, probably best left in the past."



### FAST FACTS

- ★ C20XE conversion
- ★ Getrag 240 gearbox & Gripper LSD
- ★ 15in Rota BM8 alloys
- ★ Astra GTE brakes
- ★ Full respray in Carmine Red



# CHEVETTE XE



With the front wheel drive hatch unceremoniously sold on, Jonathan instead turned to the older, rear wheel drive Chevette, eventually tracking down a half finished project that came with the all important straight bodywork and, handily, an XE slung between the wings.

"The seller hadn't really done a very good job of fitting it, he'd just chucked it in and it needed re-wiring and some shorter, custom mounts made up so that the bonnet could close," chuckles Jonathan.

## FINISHING TOUCHES

Still, the majority of the hardware was there and in place, including the Manta 'big wing' sump, Getrag 240 gearbox and Manta axle, and the all round good condition of the metal work meant that Jonathan could jump right in with the build – "It only ended up needing a pair of patches to the sills, so not at all bad for such an old, rust-prone car" – The XE was hauled back out while Jonathan set to work re-working and cutting the mounts down to size, while a pair of Courtenay cams and a chip (both leftover from his Nova owning days)



Meaty tailpipe gives the XE a great bark

were added to the engine's spec. Most of the Chevette needed re-wiring and the loom needed to be properly routed, but all in all the conversion was pretty painless and the whole car was up and running swiftly.

The 1256cc Chevette L rolled off the line with a coat of Carmine Red paintwork and though it'd weathered the intervening years fairly well, Jonathan decided that it'd be well worth treating it to a respray. It also enabled

him to source and fit some widened fibreglass arches, important as he already has his eyes on a number of wide wheels that'd never fit under the OE arches.

"The only kits out there for the Chevette were HSR replica ones and I just didn't think they'd work with the saloon shape," explains Jonathan. "I ended up sourcing and fitting some general, all purpose ones that I found on eBay, and they look a



Flared arches work an absolute treat

## TECH SPEC

### ENGINE

1998cc C20XE on custom mounts, Courtenay Sport fast road cams and chipped ECU, 4-2-1 manifold and custom 2.5in stainless steel exhaust system, aftermarket alloy radiator, cone filter, Redtop fuel pump, swirl pot and lift pump, braided fuel lines.

### POWER

(claimed) 165bhp approx

### TRANSMISSION

Getrag 240 five-speed gearbox, early XE flywheel, Manta propshaft and rear axle, Gripper LSD

### SUSPENSION

Bilstein B8 dampers and Spax lowering springs all round, full set of polybushes

### BRAKES

Front: Astra GTE discs and calipers, aftermarket pads, braided lines, Corsa pedal box Rear: Vectra B discs with Zafira calipers, custom brackets, Combo van handbrake cable

### WHEELS AND TYRES

Front: 8x15in Rota BM8 alloys  
Rear: 9x15in Rota BM8 alloys

### INTERIOR

Honda Integra Type R bucket seats, Manta B rear bench, deep dish steering wheel, Astra GTE 'digi-dash'

### EXTERIOR

1983 Vauxhall Chevette L in Carmine Red, body coloured bumpers and mirrors

### THANKS

AG Automotive for painting it



"It's not a track car and I doubt I'll ever use it as such, I like it too much"





# CHEVETTE XE



little like the bubble arches you'd normally find on Escorts." Arches fitted, Jonathan set about offering the Rota BM8 wheels he bought up to the Chevette. At 8x15in and 9x15in front and rear they're certainly on the wide side, though nothing those bulging arch extensions can't comfortably handle! The shell was then sent off to AG Automotive for a fresh coat of Carmine Red, a shade that

gives the whole car a deceptive, understated look, especially when combined with the body colored bumpers and trims.

## GRIPPING STUFF

Jonathan estimates the Redtop to be putting out roughly 165bhp, so more than enough to have fun in a car that tips the scales at just 920kilos with a full tank of fuel and an occupied

driver's seat! It's also a surprisingly handy little thing when it comes to tackling challenging bends, partly due to its light weight, but also down to the fact that Jonathan's fitted a Gripper LSD to the Manta back axle, meaning that as much of that power as possible is transferred to the tarmac in a useable manner. He's also taken care to give the Chevette's suspension something of a spruce up, with Bilstein dampers at all

four corners, Spax lowering springs all round, and a full set of polybushes.

"It's not a track car and I doubt I'll ever use it as such, I like it too much and couldn't hack the risk of someone crashing into it, but it's brilliant fun to throw round twisty back roads and it does love to go sideways!"

Chevettes weren't exactly renowned for their stopping capabilities when new, and that was when all





Digi-dash and Integra Type-R Recaros are an unusual combo – but there's no denying that they work!



“It’s brilliant fun to throw round twisty back roads and it does love to go sideways!”



#### OWNER

JONATHAN ARMSTRONG

AGE 39

OCCUPATION Tuner/haulage

FIRST VAUXHALL A 1.2 Nova saloon

WORST PART OF THE BUILD Trying to get the old suspension bushes out, and the long nights I spent sorting out the wiring.

BEST PART OF THE BUILD How it looks now – I love it!



# CHEVETTE XE

Carmine Red colour coding extends to pretty much every inch of this cool Chevette



they had to deal with was a wheezy little 1256cc, so of course Jonathan's also uprated the brake system. The front hubs now sport Astra GTE front calipers, aftermarket discs and high friction pads, while a pair of custom brackets allow Jonathan to run a mix of Zafira calipers and Vectra B discs on the rear axle.

Finally there's the interior, an area

where less really is more. The trouble with older, retro interiors like the Chevette's is that they now look very cool in standard guise, so anything that isn't period tends to stick out like a sore thumb. So it's surprising that the Integra Type R seats that now occupy the front of Jonathan's car manage to strike the right balance between appearance and sporty functionality,

while the deep dish wheel and iconic Astra GTE 'digi-dash' are so cool they look at home in pretty much every Vauxhall from the mid-'70s to the late '90s.

As Jonathan's already emphasised, his Chevette isn't a track toy and never will be, but that doesn't mean he's finished with it. Despite having only been up and running for a few short

months he's already compiling parts and plans for a bare shell rebuild, and he's even managed to amass an enviable stash of genuine, NOS Chevette panels and trims. On top of that he's also bought a pair of Jenvey throttle bodies and a standalone management kit, so it looks like this pokey Chevette is set to get even quicker by the time 2016 rolls around. 



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| Insignia        | £46.79 | -         | £35.99 |
| Vectra C GSi    | £46.79 | £100.79   | £35.97 |

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| Corsa 1.4 Turbo | £47.99 | -         | £35.98 |
| Corsa D VXR     | £47.99 | £105.59   | £35.97 |
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# HALL of FAME

Some top readers' cars to feast your eyes on!



## PETE DIGWEED **ASTRA VAN**

This cool van is the result of three years of hard graft from Pete Digweed. The engine bay is now home to a C20XE with a set of tasty Jenvey throttle bodies, ARP bolts, a lightened flywheel and blue Samcos throughout. The exterior has also seen much love, with a full respray in Diamond Black, Astra GSi sideskirts, bumper and grille, and a set of 15in Compomotive MOs. Inside you'll also find a selection of mods, and, unusually for a van, a custom 6-point safety devices roll cage.



## DAVID JAMES **MONARO CV8**

Who doesn't love a Monaro? We may not all want the associated fuel bill, as the 5.4V8 does have a little drink problem, but that aside the thumping great V8 is a fantastic car. David James clearly agrees as this is his resplendent example with a claimed 400bhp courtesy of a cat back exhaust, Stage 2 remap, larger MAF, and a modified air box. We've no doubt it sounds fantastic and never fails to put a smile on David's face!





## ADAM PYECROFT **CORSA VXR**

With prices down to surprisingly reasonable levels the Corsa VXR is a cracking performance car bargain – and extracting more power from them is easy as Adam Pyecroft discovered. His tidy Arden example will have a Stage 3 tune by the time you read this thanks to Rabbid. Add an Airtec intercooler, Remus exhaust and 390cc injectors into the mix and Adam should be seeing around 240bhp! Nurburg edition alloys and splitter work really well, as does the subtle lowering job over Dap-R springs.



## TONY WARD **ASTRA CAB**

Unusually this car wasn't sent in by the owner – but by the owner's other half, Sammie. She's clearly very proud of Tony's Astra 100 Edition, which are becoming increasingly rare, especially with the 2.0 Turbo engine, and this looks to be a lovely example. He stumbled upon this minter after his 1.8 Coupe was sadly written off, and as a dedicated Vauxhall fanatic another Astra was the natural choice. It's a little light on mods at present, but Sammie tells us that Tony has plans for a remap and some engine mods in time for PVS.



## JACOB LEE **CORSA 1.2**

As a first car the Corsa C has a lot of fans, one being joiner Jacob Lee. Jacob bought his SXI straight after passing his test, and the mods began straight away. Irmscher supplied the skirts, spoiler and back box, and a set of Subaru seats look surprisingly at home inside. Also at home are the 15in Kei alloys, sitting snugly due to FK Coilovers. As you'd expect Jacob has plenty of future plans for the car, including a ZLET conversion – presumably when his insurance premiums have calmed down a bit!



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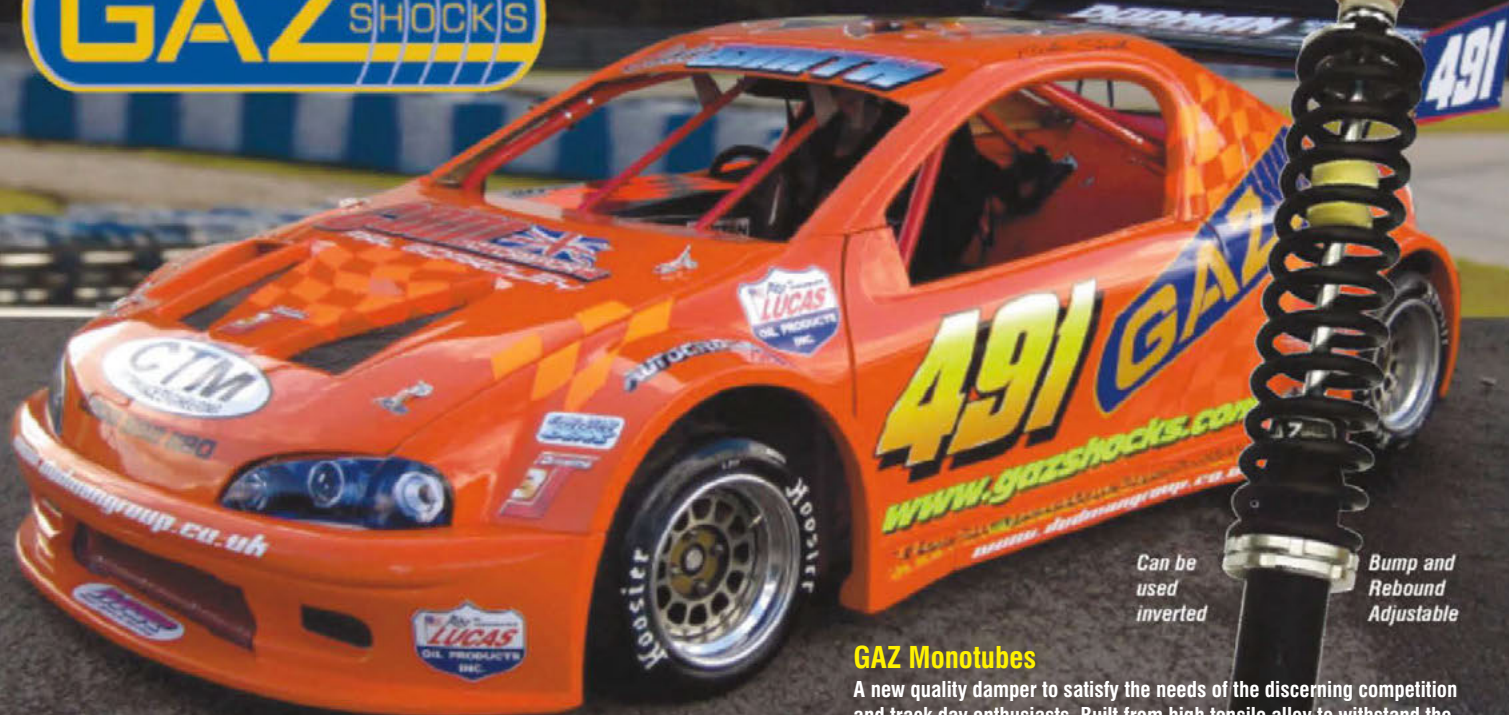
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ASTRA GTC

# FULL CAPACITY

It might only have a baby 1.4 four-pot, but Kris Grayson's Astra GTC makes an impressive 212bhp – and there's lots more to come!

WORDS Jarkle PHOTOS Ashley Cashfield







#### FAST FACTS

- A14NET with RSS hybrid turbo and inlet
- Custom Scorpion stainless steel turbo-back exhaust
- 9x20in 3SDM 0.08 alloys
- Airlift air suspension setup
- Carbon wrapped roof and mirrors



# ASTRA GTC

Don't underestimate the latest generation of small capacity high output engines

## TECH SPEC

### ENGINE

A14NET DOHC 16v, 72.5x82.6 bore x stroke, 9.5:1CR, RSS hybrid turbo and inlet, Dbilas intercooler, Scorpion turbo-back exhaust system, Regal Autosport stage 3 remap

### POWER

(claimed) 212bhp

### TRANSMISSION

OE six-speed gearbox and clutch

### SUSPENSION

Custom Airlift air ride setup, height adjustable and remote controlled

### BRAKES

OE discs, calipers, pads and lines

### WHEELS AND TYRES

9x20in 3SDM 0.08 alloys, 225/45x20 Nankang tyres

### INTERIOR

Alcantara headlining, dash, steering wheel and various trims and fittings, boost gauge

### EXTERIOR

Astra J GTC in metallic black, 4D carbon wrapped roof and wing mirrors, body coloured trims, various stickers

### THANKS

Regal Autosport, Inspired Automotive, Airtechnik



Sometimes it's well worth taking a step back to fully appreciate just how amazing modern engines and cars in general actually are. Now, we realise that that sentence will have a number of you, the dyed in the wool old school brigade who'd rather be seen dead than in something produced after 1995, running for the hills, or at the very least flicking to another feature, but to do so would be to miss the point entirely. New technology is a fantastic thing for the Vauxhall scene, as it eventually filters down to older cars and helps maintain a passionate, vibrant community of car fans. Of course we'll always feature LET powered Novas and XE-shod Chevettes, but the power that tuners can now extract from modern,

small capacity engines truly is astounding, and the fact that they're still being fettled can only be a good thing for the wider tuned Vauxhall scene in the UK.

This Astra J GTC is a perfect example; its diddy A14NET 1.4 turbo left the factory with a respectable 138bhp, but it now churns out a very handy 212bhp, and all with totally stock internals. The very fact that car like the modern Astra J can be comfortably hauled along by such a small engine is impressive enough, but the scope of tuning options now available (not to mention the impressive array of tuning hardware currently in development) is nothing short of staggering.

"I always knew I'd wind up tuning it to some extent, but I needed something bigger than the Corsa"



If Kris has his way the Astra will soon have VXR rivalling power figures



# ASTRA GTC

You can't deny that the GTC is something of a looker



↙ The car has been owned by Kris Grayson from new and he eventually plumped for the Astra over the more commonly tuned Corsa VXR. "I always knew I'd wind up tuning it to some extent, but I needed something bigger than the Corsa and wanted it to have reasonable insurance as well," explains Kris. "The downside was that there was very little available for the car in the way of aftermarket parts at the time, and most of the stuff that was out there was for the VXR."

## FIRST CONTACT

Kris wasn't especially put off though and decided to make contact with a number of well known tuning firms and aftermarket parts suppliers, a decision that eventually resulted in a fair few one off parts at discounted prices – The car was very much a demonstration vehicle for the likes of Regal Autosport, Scorpion and Roose Motorsport – The A14NET was soon being closely examined by the guys at Regal and a pre-set package of performance hardware was duly bolted to it. The full



4D carbon wrap covers the mirrors and roof

package extends to an RSS hybrid turbo, Dbilas FMIC, RSS intake and, of course, a Stage 3 remap. A turbo-back Scorpion exhaust and some one-off Roose hoses also found their way into the mix, and the Astra was soon making very impressive power figures.

"There's scope for a lot more than 212bhp, but I didn't fancy risking the life of the engine," Kris explains. "I'm looking at forging the bottom end and

going for more later in the year."

In fact Kris and Regal are keen to get as much as 280bhp from the little 1.4, a figure that'll see it compare favourably with the standard Astra J VXR. That much power will almost certainly render the OE six-speed gearbox redundant, so Kris plans to fit an uprated clutch and some form of limited slip differential.

It's not purely about







In-car controller allows ride height adjustment at the flick of a switch

“There’s scope for more than 212bhp, but I didn’t fancy risking the engine’s life”



20in 3DSMs are an undeniably good choice



# ASTRA GTC

It's a brave man who drives at this sump-botheringly low ride height



performance though, with Kris having made sure to litter the GTC with clever details, with the carbon wrapped roof and mirrors being the most obvious. The Astra J is a good looking car in factory-form, so most of the tweaks Kris has made have been subtle, and, for the most part, reversible. That last part probably doesn't apply to the air suspension though, something that's becoming more popular with every year thanks to the availability of zero percent finance deals and the improving quality of the hardware. Kris admits to disliking how high the standard GTC rides and that he resolved to do something about it from the very start, though getting the new car low enough proved a little tricky!

"There were a few spring and damper packages out there, but most

of them were 25-40mm or so, so not really low enough for me," Kris laughs. "I ended up leaving the car with the guys at Airtechnik so they could develop an Airlift kit for it."

## BAGGED FOR LIFE

The effect of those air bags is certainly dramatic, with Kris able to completely deck the GTC at the flick of a switch – something he now needs little encouragement to do! The overall effect is enhanced by those wheels; beefy 20in 3SDM 0.08s with 225/45 tyres all round. Now we've seen plenty of Astras running 3SDM wheels over the last few years (indeed, a few of you have been complaining that they're becoming ubiquitous), but these are of a very different style. We love the super aggressive five-spoke design and the

fact that 3SDM were happy to drill them to match the weird 5x115 PCD found on modern Vauxhalls.

This is a car that's very much a work in progress and Kris still has plenty left to do to the Astra before he considers it finished. Obviously the push to 280 or so bhp will take some time and a fair bit of supporting hardware, but it'll be an impressive feat if he and Regal manage to make it work in a reliable, dependable fashion. The standard brakes will soon make way for VXR versions (a straight swap, apparently), while the rear bench and most of the boot trimmings will be binned in order to better display the air suspension setup. We can't wait to see how it all turns out – here's to small capacity, big power GM engines! 



## OWNER

KRIS GRAYSON

**AGE** 21  
**OCCUPATION** Self-employed  
**FIRST VAUXHALL** A Corsa C  
**WORST PART OF THE BUILD** Trying to get the air ride kit to go as low as I wanted.  
**BEST PART OF THE BUILD** How it sits when fully decked.





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# READER RESTO

Continuing our series of reader restorations, it's the turn of Paul Whyte to show us his handiwork, and his very distinctive Chevette

“One sunny day on a visit to Alton Towers my phone rang. A friend of mine owned a Vauxhall Chevette, and it had lived in his garage for about six years. I'd tried many times to get him to part with it, and today was the day he finally relented.

After a brief discussion we made the deal. It included the car as it stood, and a set of alloys (the ones it currently wears). I was so keen on the car as it had a genuine 53,000 miles on the clock, two sets of original keys and amazingly, full service history! I know there were other low mileage examples around but I knew this one was virtually rot free due to

the science of 'Ziebart' and one of the previous owner's decisions to coat it in the stuff. I made the deal just prior to embarking on the 'Oblivion'.

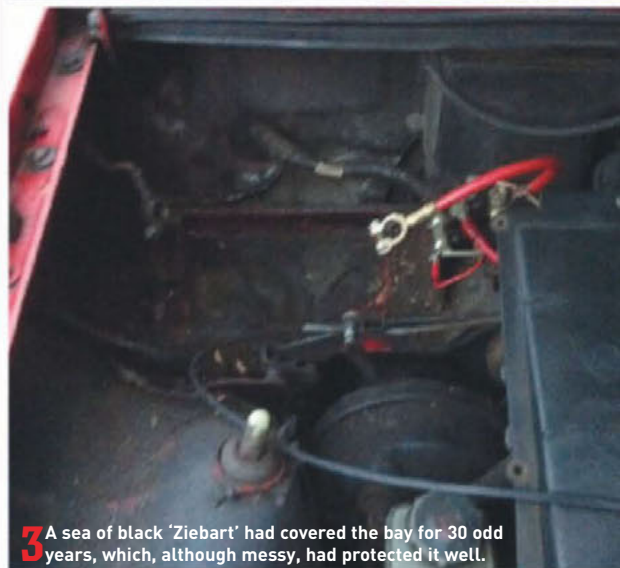
I quickly decided that the car would no longer be red, and had to be changed. Vauxhall Polar White was chosen and I set myself a deadline. The plan was to take it to VBOA Billing and meet the Chevette Owners Group (COG) when we would show the array of Chevettes and Chevannes to the public.

On top of this the birth of my first beautiful baby daughter was looming, so time really was an issue, but thanks to my patient

wife and my daughter, born 6 months prior to the show, I managed to crack on with the project. Many a late night was had planning then changing the plan with father and son team of Bob and Bob Sloan in their workshop. I knew what was in my head and how I wanted it to look so we just got on with it!

The car went to VBOA Billing and came away with the Treasurers Trophy, its next outing was to the Viva Vauxhall show at Crail where it won Best Retro in show. So what's next? Well a new project is on the horizon, so sadly, the Chevette may have to make way for a new Griffin-flavoured resto...

**1** Delivery Day! This is the car Paul dragged back home on a trailer to begin the monster project.



**3** A sea of black 'Ziebart' had covered the bay for 30 odd years, which, although messy, had protected it well.

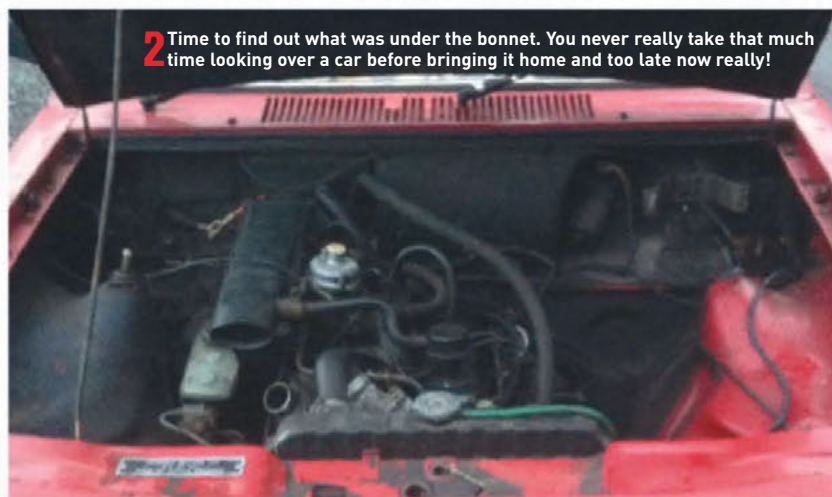


**8** It didn't really need full outer arches but rather than do a patch job, Paul did a 'proper job' to make sure all was sound.



**9** The first coat of stonechip went on under all the arches to protect it prior to painting and beyond.





**2** Time to find out what was under the bonnet. You never really take that much time looking over a car before bringing it home and too late now really!



**5** The car was covered in Ziebart, but a lot of time spent cleaning it all off revealed the original paint and thankfully, largely excellent body work.

**6** It's never too early to start modifying, so Paul fitted the non original HS bumper to see how it looked and how much work he'd need to put into it. A good few days was the answer.



**4** The Chevette was part-stripped, and some minor rusty bits under the front driver's wheel arch and rear outer arches were discovered. Not bad at all!



**7** The start of the smoothing-out process. Paul painfully recalls that it took around a week of hard work!



**10** It was time to lay down some primer and then some flattening off prior to another coat of primer...



**11** ... and about four coats later Paul was happy to go to the next stage.



# READER RESTO



**12** Paul started lightly and built up about four coats of Vauxhall Polar White.



**16** The gearbox was given a 'freshen up' too.

**17** Paul was keen to have some modern touches in the interior so went with the flocked dash and a cool suede steering wheel.



**18** To maintain a degree of 70s-ness, front and rear seats were taken from an Opel Kadett Coupe. The fronts fitted a treat but the rear covers had to be retrimmed to fit the Chevette seats.

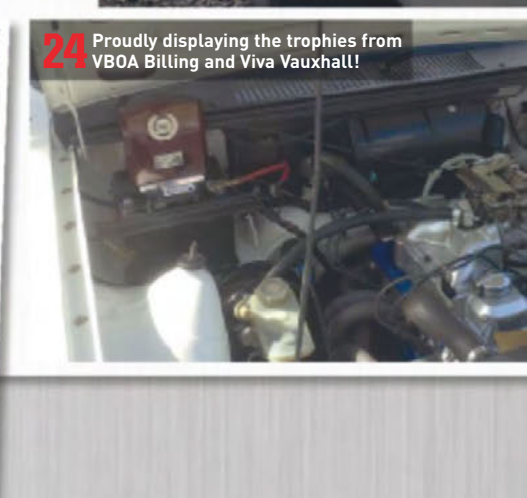


**21** The paint shone bright in the warm sun light, just a week before VBOA Billing.

**23** As a finishing touch the rear bumper was wrapped in 3D effect vinyl.



**22** The original HS rear spoiler looks perfect



**24** Proudly displaying the trophies from VBOA Billing and Viva Vauxhall!



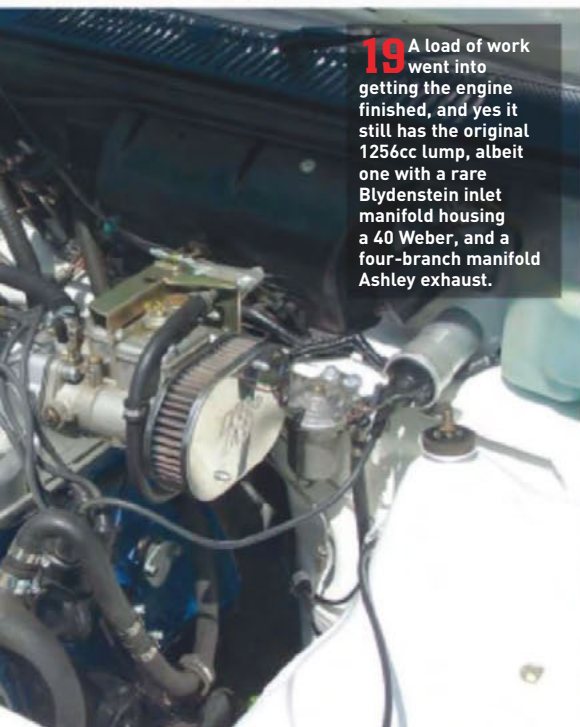
**13** It was satisfying to see it progress, especially seeing as the show season, and the car's first appearance were looming.



**14** Paul set about all the suspension components with the sand blaster and then gave them a fresh coat of enamel paint.



**15** The engine got a strip down, the bores were honed, new shells and rings were fitted, the valves came out and were reground and rebuilt. All that just prior to its 54K service.



**19** A load of work went into getting the engine finished, and yes it still has the original 1256cc lump, albeit one with a rare Blydenstein inlet manifold housing a 40 Weber, and a four-branch manifold Ashley exhaust.



**20** The first time the car has seen daylight since the rebuild began.



**25** This is how the stunning Chevette sat at VBOA Billing before heading into the main arena for the judging. Treasurers Trophy Winner 2013, and Paul's one happy chap!



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**VX220**

# PLAY DIRTY

This wide-bodied, 521bhp VX220 is the product of its owner's desire to immerse himself in the build of a powerful Vauxhall...

**WORDS** Dan Furr **PHOTOS** Matt Woods



## **FAST FACTS**

- ★ 521bhp Z20LET engine
- ★ Quaife limited-slip differential
- ★ Nitron coilovers
- ★ Wide body kit
- ★ Team Dynamics Pro Race 1.3 wheels



haven't cleaned the car in months," smirks Neville Contractor, the owner of the 521bhp VX220 that we find ourselves in the company of on a particularly sunny day in the South West of England. "I've built it to go fast, not for it to sparkle in the sunlight. Besides, the owner of a £250k supercar doesn't care how many stone chips are decorating the front end of my motor – he just wants to know why his ridiculously expensive machinery has been comprehensively outpaced by a tiny black Vauxhall!" he laughs.

Neville bought the low-slung two-

seater back in 2007. Up until that point, it had been in the possession of Alex Osborn, head honcho at Pro Alloy Motorsport. "Alex had been using the vehicle as a development tool to assist with his company's efforts in producing high-performance parts for the VX220. I knew that I wanted an example of the model that had already been tuned to Stage 4, and it made sense for me to buy the Pro Alloy car as soon as it was advertised for sale," he says.

Packing 295bhp, an uprated fuel system and a variety of engine cooling parts, the Sapphire Black belter provided Neville with oodles of fun on the nation's highways in the months

following its arrival at his Bristol residence. Even so, he felt that there was room for improvement, and he began to tinker with his new toy's Z20LET powerplant before driving to the Norfolk headquarters of Vauxhall tuning firm, Courtenay Sport, for a lengthy rolling road session.

## PUSHING THE LIMITS

"A remap pushed the car's abilities beyond the 300bhp mark by adding a further 15bhp to its power output," he tells us. "Then I buried my head in an extensive library of engineering manuals, I studied the workings of Formula One cars and I spent





# VX220

most of my evenings chewing the fat with a number of well-respected tuners. Furthermore, I joined a large number of online motoring forums in a bid to expand my knowledge regarding the principles of engine design and development," he adds.

Simon 'Chip' Comins and MIGweb regular, Steve Milton, became two of Neville's key allies in the next phase of his VX220's transformation, and Steve helped to compile an equipment list that would result in a comprehensive rebuild of the car's two-litre turbocharged lump. Standalone management, a strengthened block, Farndon connecting rods, ARP bolts, C2oLET pistons, under-piston oil jets, a skimmed and ported cylinder head, Arrow solid lifters, an upgraded valvetrain and custom profile camshafts were just some of the items that found their way into the super speedster's engine bay.

## FUEL CRISIS

A fresh round of fuel system upgrades included the application of high-flow Siemens injectors paired with Bosch and Sytec pumps, while airflow improvements were introduced in the

Well no points for style, but plenty for effectiveness!



"The airbox emptied my wallet of a tenner. Without a doubt, it's my favourite part of the whole car."

## TECH SPEC

### ENGINE

1998cc Z20LET DOHC 16-valve, Courtenay Sport/Klassen dual maps applied to Adaptronic 460 ECU, honed and rebored strengthened block, bespoke iron swages, Farndon connecting rods with ARP bolts, 86.5mm 8.3:1 ratio pistons, new Mahle bearings throughout, BMW spring-loaded 30psi under-piston oil jets, balancer shaft deletion, X2oXEV strengthening ladder and baffle, short pulley, air conditioning system deletion, skimmed and ported cylinder head, Arrow solid lifters, Elring head gasket, Audi bronze valve guides and stem seals, +1mm diameter G&S valves, valve seats ground to +1mm, custom profile camshafts, Sytec in-tank fuel pump, Bosch 044 external fuel pump, extra post-pump fuel filter, 1.5-litre swirl pot, swirl pot isolation chamber, braided fuel lines, Siemens Dekka 4 850cc fuel injectors, new oil pump, modified C2oLET oil pick-up pipe,

new water pump, Pro Alloy radiator, new cambelt kit with SBD Motorsport metal roller guides, NGK cool-running spark plugs, modified alternator bracket, 3.5-bar MAP sensor, enlarged MAF, custom 'beehive' airbox with twin OEM paper filters, Klassen aluminium inlet manifold with short tapered runners, port matched inlet manifold gasket, 70mm Bosch throttle body, Garrett GTX3017R turbocharger, Tial 44mm water-cooled wastegate, OEM Pierburg boost controller, Forge Motorsport recirculation valve, enlarged vacuum and turbo water feed pipes, 70mm boost pipe, 120mm inlet pipework, 3-inch top hat, Nortech tubular exhaust manifold, heat-wrapped custom 3.5-inch stainless steel exhaust system

### PERFORMANCE

521.4bhp, 425.9lb/ft torque, geared for 190mph @ 7500rpm, 0-60mph 2.5-2.8 secs (estimated), overall weight 940kg

### TRANSMISSION

Rear-wheel drive, Quaife ATB limited-slip differential, revised RWD ramp angle, Courtenay Sport lightened flywheel, ARP flywheel bolts, Helix four-paddle clutch plate, hardened Sachs clutch cover

### SUSPENSION

Nitron one-way coilovers, 450lb (front) and 600lb (rear) spring rates, Elise Parts uprated front anti-roll bar, new front uprights with 40mm raised hub centres, steel hub carrier bolts, custom geometry

### BRAKES

Factory brake calipers, factory discs, Carbon Lorraine RC6 pads

### WHEELS & TYRES

8.5x18in (front) and 10x18in (rear) Team Dynamics Pro Race 1.3 wheels painted silver, Kumho V70A 245/30x18 (front)

and 285/35x18 (rear) tyres

### BODY

2003 VX220, Sapphire Black paintwork, wide body kit, new lightened front clam, front wheel arch vents, rear clam vents, carbon-fibre 3.5kg adjustable rear wing, custom front splitter

### INTERIOR

Factory twin-tone leather upholstery, Luke multi-point safety harnesses, Hanger 111 harness bar, dedicated laptop to manage and program ECU, ICE deletion, custom instrument pod with additional gauges in centre console

### THANKS

Ash and Jonboy at Relentless Performance for the bodywork ([www.relentlessperformance.co.uk](http://www.relentlessperformance.co.uk))





There's precious little space in the front compartment

form of an enlarged throttle body, a Klassen aluminium inlet manifold, an enlarged top hat, a Garrett GTX301R turbocharger, a Nortech tubular exhaust manifold and a heat-wrapped 3.5in exhaust system.

"Steve assembled the engine while I treated the car's transmission to a Courtenay Sport lightened flywheel, a Helix four-paddle clutch and a Quaife limited-slip differential," explains Neville. "The whole process was an exciting engineering challenge made thoroughly enjoyable by the fact that the VX220 provides the perfect platform for getting to grips with the dynamics of sports car design and engine tuning. That's just as well, because my hope was to push past the 420bhp mark!" he smiles.

A return to trip to Courtenay Sport followed the installation of the rebuilt Z20LET. Neville was delighted to see his black beauty produce



Battle scars and stone chips testify that this VX has led a hard life



“I had to ease off of the gas when the front end of the car started to lift skyward!”

485bhp on the East Anglian outfit's rolling road, although he was less impressed by the fact that his Vauxhall's factory airbox was preventing trapped ponies from galloping free. Reasoning that an intake system designed to cope with 220bhp might well be restricting the performance of his revitalised ride, he nipped down to B&Q for supplies before constructing a bespoke inlet chamber from within the confines of his garden shed!

“I made the airbox out of plywood. It houses two OE paper air filters and has an internal volume that is almost double that of the item that it replaces,” he reveals. It might sound unusual, but this wooden wizardry has left a lasting impression on its creator. “I added increased diameter inlet pipework before testing the

effectiveness of the new part by putting it through its paces during a spirited stint along my local dual carriageway. To my amazement, I had to ease off of the gas when the front end of the car started to lift skyward!” he gasps.

## BARGAIN POWER

A subsequent rolling road session suggested that Neville's flair for DIY cleverness had rewarded him with an additional 70bhp. It's an achievement that he is very proud of, and he considers it to be an excellent example of what a petrolhead can accomplish without having to pay for the products and services of a professional tuning firm. “The airbox emptied my wallet of a tenner,” he says. “Without a doubt, it's my favourite part of the whole car.”

That's a bold statement, especially when you consider the fact that the

appearance of this VX220 has been enhanced with an aggressive wide-arch aero package; comprising a lightweight front clam, extended rear quarters and custom side skirts, the kit was expertly moulded to the Vauxhall's body by Ashley Talbot and James Middleton at Cambridgeshire race car builder, Relentless Performance. Wheel arch vents were introduced to each of the car's front corners at the same time, while a custom front splitter and a carbon-fibre rear wing provide much-needed downforce that helps to pin the diminutive dream drive to the asphalt.

A set of Team Dynamics Pro Race 1.35 boasting a staggered fitment fill the enlarged wheel arches with ease, while a set of wound-down Nitron coilovers help to improve the car's handling by working alongside suspension upgrades that include an

Elise Parts anti-roll bar. It probably won't surprise you to learn that Neville educated himself in the dark arts of ‘vehicle attitude’ before fabricating his own automotive geometry and wheel alignment equipment at home, resulting in custom toe-in, camber and caster settings for his tidy two-seater.

It hasn't all been plain sailing, though. “The engine started burning oil at an alarming rate,” he continues. “Unfortunately, it got to the point where I was left with no choice but to commission another build. Once again, Steve Milton carried out the work, and I'm pleased to report that the car is now running without fault,” he adds.

A fresh map dialled in a respectable 521.4bhp and 425.9lb/ft of torque just as we went to press. That's an extraordinary amount of power for a car that weighs just 940kg,





## READ ALL ABOUT IT!

Neville has documented every stage of the build of his awe-inspiring VX220, and he's uploaded 'the story so far' to a dedicated website. Dyno graphs, road tests and technical

discussions form a large part of his project progress reports, all of which can be accessed by punching the following URL into your browser: <https://sites.google.com/site/zzoletpower>



Light and strong Team Dynamics rims



Interiors don't come much more purposeful than the VX220's!





Hopefully Neville will sort the exhaust noise issues and hit the track soon



but don't expect to see Neville bombing around your local racing circuit; despite experimenting with different exhaust systems, the car has proved too noisy for track use. "It produced 107dB during a Castle Combe static sound test, and that increased to 124dB when the car was driven in anger. Apparently, creating that much of a din is deemed to be wholly unacceptable at the majority of the UK's motorsport venues!" he groans.

Further exit-gas pipework alterations designed to reduce noise without affecting the car's performance are planned for the coming months, as is the application of a big brake kit. One thing that isn't on the cards, however, is a jet wash. "I really can't be bothered to clean it," chuckles an unapologetic Neville. "It's blisteringly fast in a straight line, it's quick around corners and it eats supercars for breakfast. I couldn't care less that it's displaying all the hallmarks of a VX220 that gets



driven hard!" he roars.

It might not be about to bag any 'show and shine' awards, but this is a great Griffin that has certainly won our respect due to its owner's determination to concentrate on

function over form in an effort to extract big power from his pride and joy. The fact that the car looks great is an added bonus – just don't go asking Neville to get busy with a bucket and sponge any time soon! ○



## OWNER NEVILLE CONTRACTOR

**AGE** 48  
**JOB** Boring IT rubbish  
**FIRST VAUXHALL** A 1.6-litre Mk2 Cavalier L  
**FAVOURITE VAUXHALL** The immense 'Red Victor 3' drag car  
**BEST THING ABOUT THE CAR** The wooden airbox looks wonderfully naff, but it added masses of horsepower and only cost a tenner to build!



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# READER RESTO

We check out the restoration of Kai Steude's tasty Opel Vectra A and follow the story of how his dream car came to be...

**W**hen I was a child I saw an Opel commercial for the Vectra A 2000 (the Cavalier GSi 4x4 in the UK) and I was completely fascinated by it. It showed a traffic jam and a Vectra A bypassing it by riding over a lake nearby (<http://bit.ly/1D6yMc5>). It fascinated me so much that my first car was an Vectra, albeit a 1.8GL! Since then I dreamt of owning a 4x4 Turbo. Unfortunately for me Opel produced only 2252, and only 234 cars were initially registered in Germany (there is the full list on my homepage <http://www.vectraturbo.de/verkaufszahlen.html>). Over the years the number of officially registered Vectra 4x4 Turbos got smaller and smaller. There were also countless horror-stories like "weak rear sub frames", "unreliable transfer boxes", "fragile turbos" and "rust!!!".

Right from the beginning I knew that any car I bought would need to be restored, so at the start of 2007 I decided to search for a rolling shell as a useful basis for a project. In December of that year I found a shell, so contacted the owner (he'd bought it for spares) I took one look at the largely sound

shell and bought it there and then! At last, I had the car I'd always wanted... kind of!

After stripping the car I realised it wasn't bad at all, and although it had some rust, it was all manageable.

Years later (around 2009) a friend of mine called Timo told me he knew the car and unearthed some old photos of it from when it still worked, it was subsequently broken for spares after the engine expired while on the quarter mile. I also discovered that the car was imported in 2006 from Switzerland... but its story was definitely far from over...



**2** This is how Kai first saw the car, on a wet and miserable night. It was just a rolling shell with the Vectra missing its engine, and transfer-box, and the interior was damp and mouldy!



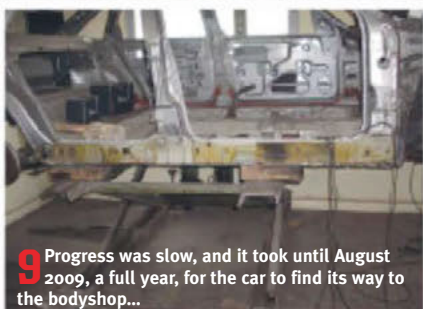
**6** A lot of stripping was carried out, and it was laborious and not at all fun.



**7** Although not terminally rusty, there was plenty of it, so in August 2008 Kai decided to have the shell sand blasted.



**8** With the blasting complete Kai knew exactly what needed to be done next.



**9** Progress was slow, and it took until August 2009, a full year, for the car to find its way to the bodyshop...



**10** ...where it received the full works, with new sills, rear valance and complete front slam panel.



**11** Smaller, localised repairs were also carried out.







**1** This is how the car looked in February 2006 before Kai got his hands on it. The story goes that the engine had blown up while drag racing in the summer of 2007....



... a friend of Kai's went to see the car at the time, and sent him these pics once he realised it was the same car Kai was restoring.



**3** And so began the task of stripping the car to check its condition.



**4** Kai discovered that on the whole it wasn't too bad, but that there had been some botched repairs carried out on the car previously.



**5** All areas of rust were treated before the next stage could take place.



**12** The rear valance was saveable, but Kai opted to fit a complete replacement panel.



**13** With all the bodywork taken care of it was finally time for the primer. It was now February 2010 and lashings of 'stonechip' was applied to the underside, wheel arches and floor.



# READER RESTO

**14** Then it was time to apply the Nautilus paint (an original GM colour). Care was taken to make it a perfect job.



**15** Assembly was slow, going, but it was starting to take shape.



**19** Two months later, in September 2010 and the refurbished engine and gearbox is back in place.



**20** The wiring loom, and mint dash were next to be fitted.



**23** June 2011 was something of a milestone – as the Vectra moved for the first time in years without the aid of a trailer!



**24** A month later Kai took the car to a specialist for a stainless steel exhaust with original Vectra Turbo tail pipes.



**27** It was a long haul, with the restoration taking place from 2008 to 2013 but the end results speak for themselves







**16** In the meantime Kai prepared all these various components needed for reassembly. A lot of new parts were purchased, or refurbished, and then either powder coated or galvanised.



**17** Fast forward to July 2010 and it was time for the fun and games of reassembly!



**18** Having access to ramps made it a lot easier to route the underfloor components.



**21** A set of brand new 'Snowflake' wheels were trial fitted.



**25** June 2013, and it's complete! The engine looks factory fresh...



**22** The LET build is nearly complete and the engine's looking fantastic!



**26** ...as does the interior







## USEFUL INFO

DIFFICULTY  
RATING 4/5



TIME TAKEN  
One day



### ESSENTIAL TOOLS

Socket set and spanners

Torque wrench

Drill bits/bolts or cam  
locking tool

Axle stands

Trolley jack

Torque angle dial gauge

# Z22SE FAST ROAD CAMS UPGRADE

WORDS AND PHOTOS Paul Wager

We get into proper tuning: Fitting a pair of uprated cams to an Astra.

It's often said that the complexity of modern engines means that they offer increasingly less and less scope for DIY tuning, unless you've got access to all the ECU mapping kit and electronic diagnostic equipment.

To some extent that's true of course, but even with newer Vauxhalls, the bolt-on tuning approach is still as simple as it was on a Chevette. And just to prove the point, here we'll show you how to fit a pair of Cat camshafts to a 2.2-litre 16-valve Astra Coupe. In comparison with old-school engines of course, there are twice as many

valves, combined with two cams instead of just the one, but if you take your time and double-check everything to do with the cam timing then it's really not that tricky to do at home.

The cams we chose were Cat's 4603111 'Sport' application, which are a fast road design offering increased lift and duration, intended to give an 8-10 per cent improvement in power without hurting the everyday driveability of the Z22SE engine. They're not cheap but they're a well engineered product manufactured from billet steel. Crucially, these cams can run with the standard ECU and do

## CAR AND ENGINE INFORMATION

In the UK, the Z22SE engine was fitted to cars from 2000 to 2008. It's been used in the Astra IV, Vectra B, Vectra C, Signum, Zafira A and Vx220, plus various other cars worldwide.

The big 2.2 is a strong engine, with considerable tuning potential. In the United States, huge performance gains have been seen

from tuning them to very high levels. The engine can be both turbo and supercharged using off-the-shelf kits and the benefits of changing the cams are more power and better driveability, plus the cams will complement any future modifications. We reckon this is a job for experienced DIY mechanics with prior knowledge of the engine.

not require special springs, retainers or anything else: it's effectively a simple bolt-on job. Well, simple if you

know what you're doing, so here's the process of what is actually involved in fitting them.





1

Here's what you get in the box: yup, it's a pair of cams and nothing else... but you don't need any more than this, since these Cat cams are designed for a standard engine, which means you can retain the original valvetrain.



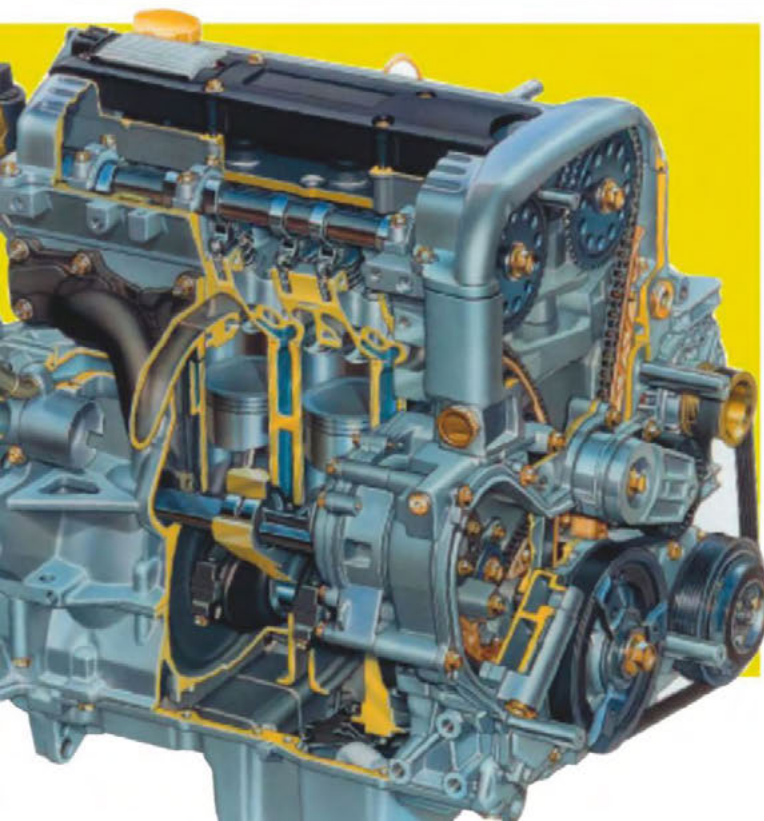
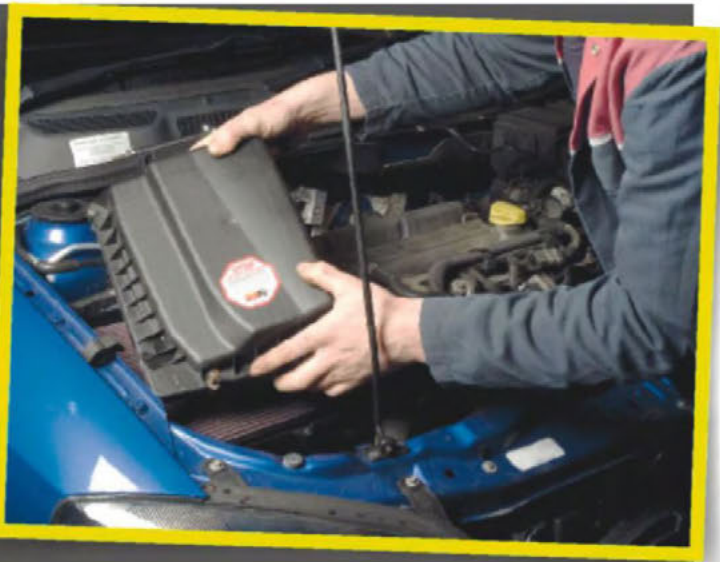
2

The first task is to remove the plastic engine cover...



3

... and then the airbox, to give yourself room to work.



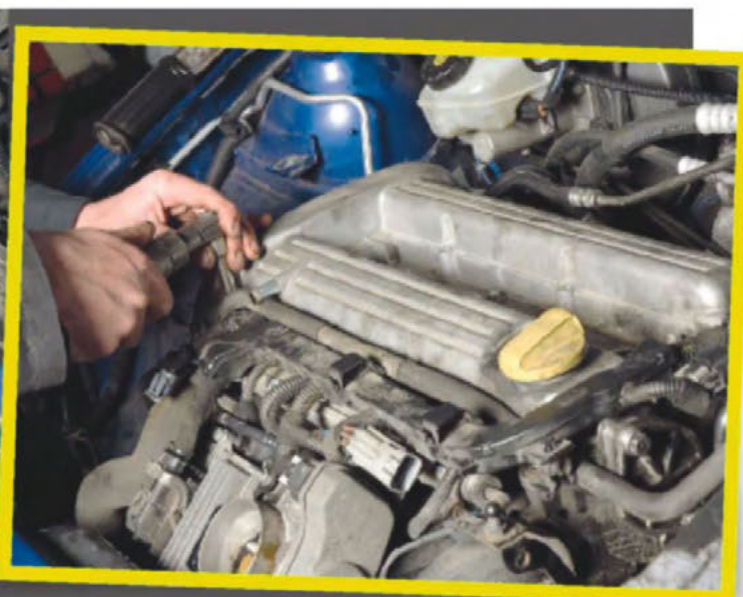
4

Disconnect the fuel supply pipe from the rail. Expect a bit of fuel to spurt out, so keep some rags around it as you crack off the union.





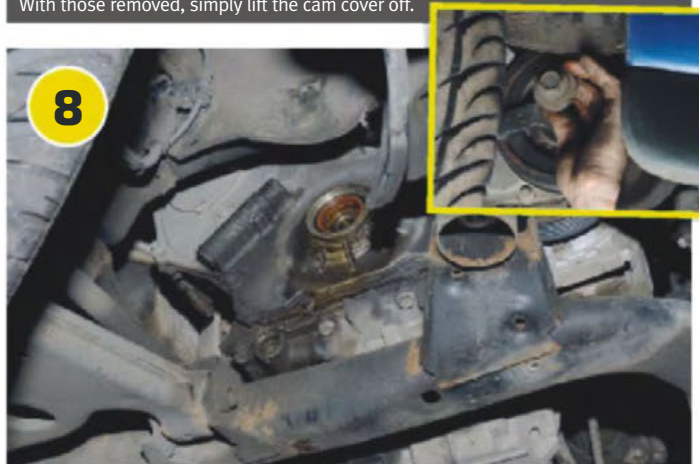
Unplug the electrical plug for the ECU, pull off the breather pipes (arrowed) and you're ready to remove the bolts holding the cam cover on.



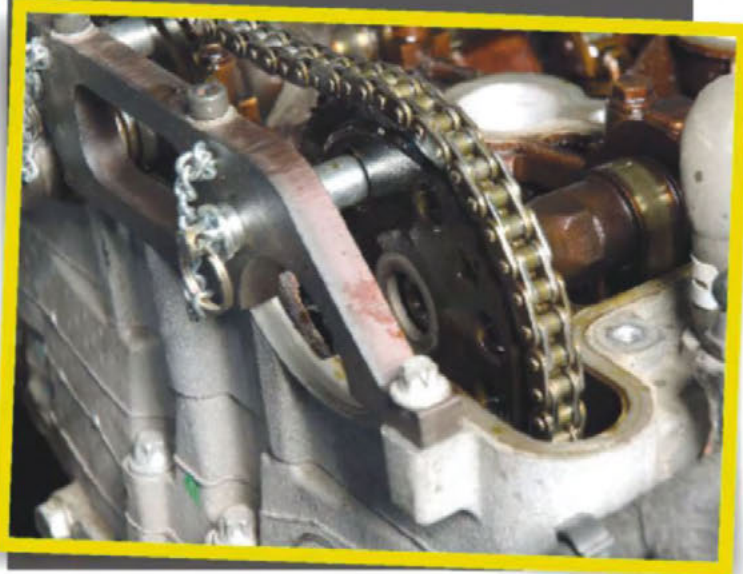
With those removed, simply lift the cam cover off.



The first job is to put the cam-locking tool in place. We're using the proper Sealey tool that retails at over £90, although you can buy locking tools more cheaply and it is possible to do the job with suitable drill bits instead. Turn the road wheel by hand with the car in gear in order to line up the cam timing marks on the sprockets before locking them in place



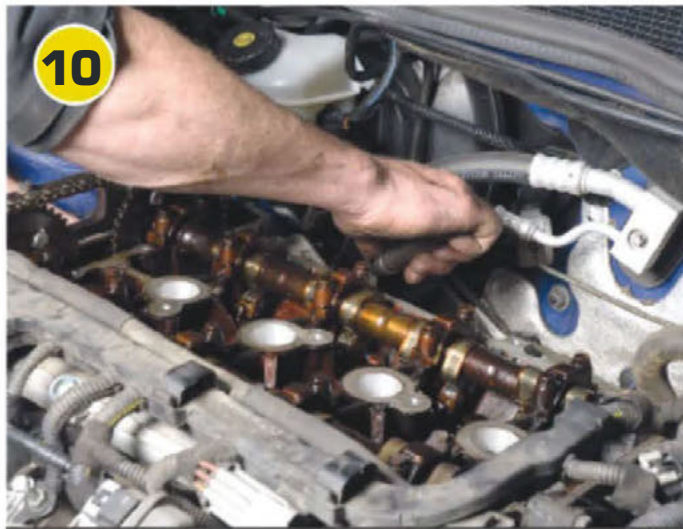
You'll need to access the lower crankshaft sprocket in order to time the camshafts up afterwards. The crank bolt will ideally need to be removed with an air gun, although you could also remove it with the car on the ground and in gear. A special tool to counter-hold the crank is also available listed as VS4768. You need to remove the lower drivebelt pulley and drivebelt, followed by the timing case cover, which contains the oil pump. The engine mount will need to be removed to do this, as detailed in the next step.







The offside engine mount is in the way of the timing cover and prevents its removal. Support the engine on a trolley jack and unbolt the mount.



Moving back up to the top of the engine, reach down the back with your best breaker bar and remove the cam chain tensioner. It will take a bit of effort to free it off so don't be shy.



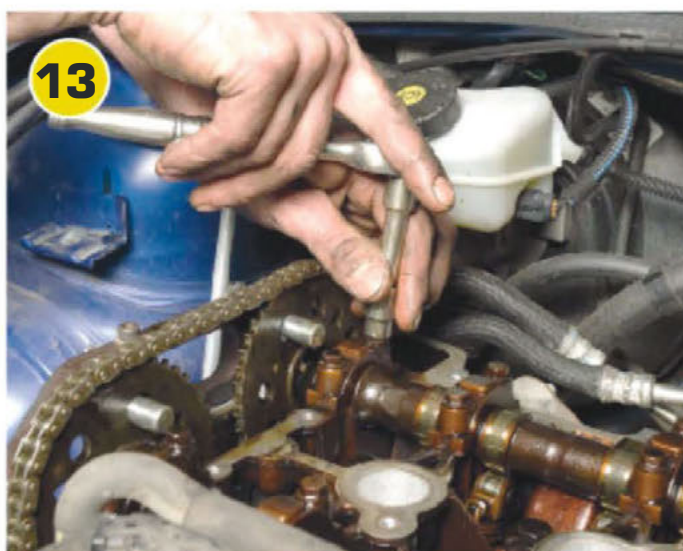
With the engine mount removed, the cover can be prised off the engine. It's sealed with a gasket so be prepared to buy a new one along with a new crankshaft oil seal. The cover contains the oil pump. When refitting, make sure the pump is correctly located.



Here's what the tensioner looks like. It's an oil-filled hydraulic design, so you'll need to empty the oil out of it or you won't be able to refit it. When emptied and locked in place, the tensioner will refill with oil when the engine starts and will push out again, tensioning the chain in the process. Alternatively, before removing the bottom pulley bolt, set cylinder 4 to 10 degrees BTDC using the dial gauge (the cam lobes on cyl 4 should be pointing upward at TDC), fit the locked tensioner, and then push the timing chain down, onto the tensioner end, using a rounded bar, which will then release the tensioner and take up the slack on the chain.



The camshafts can now be released from the sprockets. They're torqued up to over 80 Nm so it will take a bit of sweat to get them loose. When they're free, the sprockets can simply slide away from their locating keys on the ends of the cams.



You can then start to remove the cam carrier caps, but remember to keep them in order for refitting later.



14



With all five caps removed, the camshaft can simply be lifted out...

15



... and the new one lowered into position. Before bolting the carrier caps down though, remember to ensure it's timed correctly by lining up the camshaft with the keyway in the sprocket, otherwise you might end up forcing valves into pistons.

16



Before installing the carrier caps, it's a good idea to put a gentle smear of oil on them first.

17



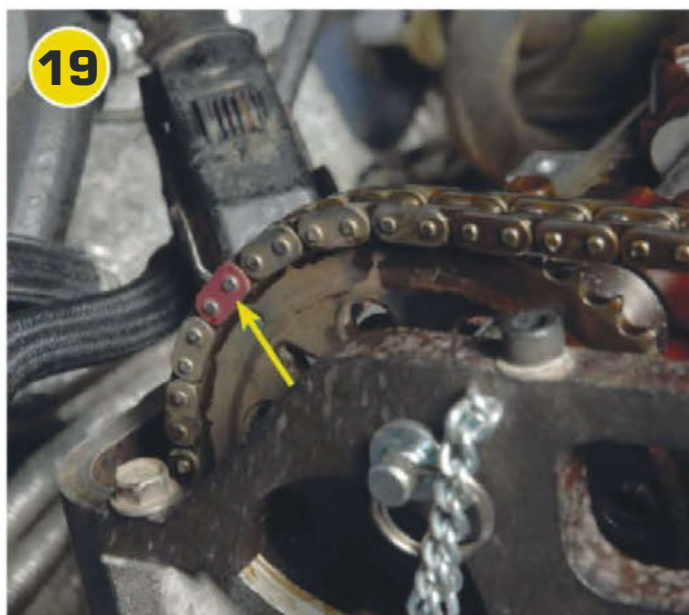
With it all back together, you can torque the carrier caps down and move on to the other cam.

18

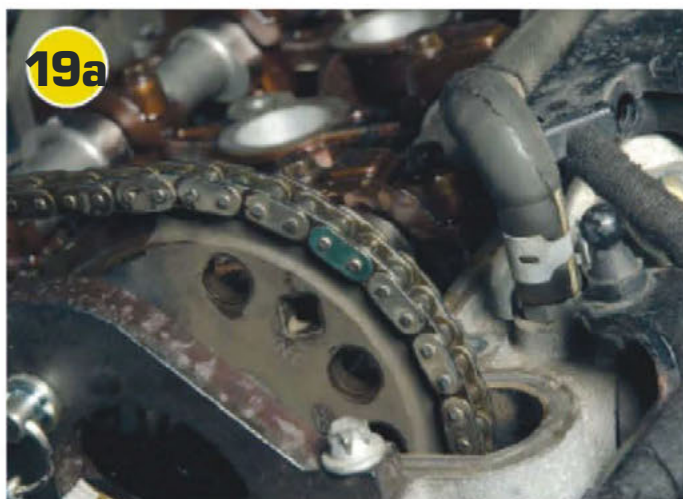


The inlet cam has this extra carrier at the end, which is obviously intended for another application and is simply blanked off on the 2.2. Apart from this, the procedure is identical to that for the exhaust cam.



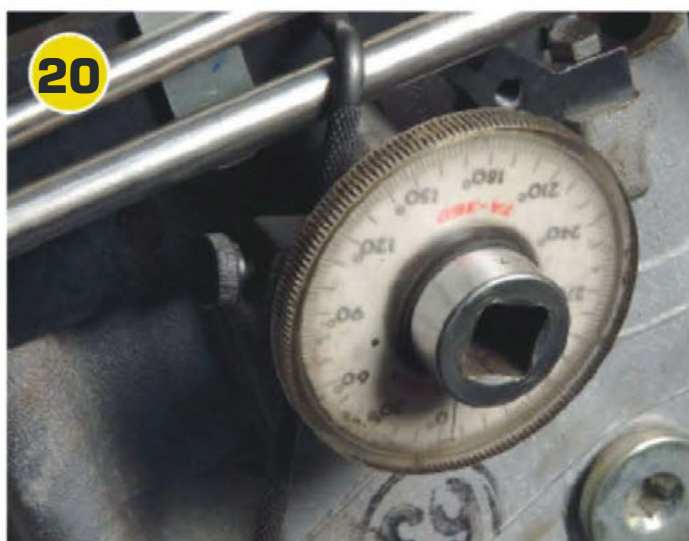


19



19a

With the cams in place and torqued up, you need to time it all. Clean up the chain and you'll find the coloured timing marks which are aligned with the marks machined into the lower pulley and the cam sprockets (arrowed). You'll find purple links for the crank pulley and the exhaust cam and a blue link for the intake.



20

You'll need the torque angle dial gauge for the final stage but they're available online for under a tenner.



21

The torque figure for tightening the sprockets onto the camshafts is a hefty 85 Nm, followed by a further 30 degree turn and then a final 15 degree turn. It helps to have two people on the job so your assistant can hold the cams steady with a spanner. The bottom pulley bolt must be tightened to 100 Nm, then a further 75 degrees and a final 15 degree turn. You can then turn the engine by hand using the road wheels to check everything is timed up, then you can start to put it back together.

## ON THE ROAD

'Loads better,' was the owner's considered verdict after a couple of weeks with the new cams. 'There's definitely more at the top end, but when you want to go it just takes off. The car feels generally more eager, revving more freely at the top end but with stronger mid-range torque too, to the point where it will now pull speeds in fourth which would have previously required a change down to third.' A result then.



## PARTS

Cat cams kit for  
Z22SE 4603111  
£699.60

Cat Cams' Vauxhall  
applications are  
available from  
LMF Vauxhall

## CONTACT

01858 433 599,  
[www.lmfvauxhall.co.uk](http://www.lmfvauxhall.co.uk)



# ASTRA COUPE 2.2 16V

WORDS AND PHOTOS Dan Williamson

**After all these years it still looks good and goes well. 2.2-litre Astra Coupes can be had for bargain prices and you certainly get a lot for your money.**

**S**tylish, reliable, reasonably fast and tuneable – what more could you want from your Vauxhall? The Astra 2.2 Coupe fits the bill perfectly, and with prices currently starting at under a grand, it's one of the best Griffin bargains around.

Launched in July 2000 as a successor to the much-loved Calibra, the Coupe took most of the existing Mk4 Astra and dramatically tweaked the shape with a sleek roofline, pillarless doors, smooth bumpers and high boot lid. The design and manufacture was entrusted to Italian coachbuilder Bertone.

The Coupe range was available from the outset with Vauxhall's all-alloy chain-driven Z22SE 2.2-litre power plant, in this guise known as the Bertone Edition (as opposed to the 1.8-litre Coupe Edition or Z20LET Turbo Edition). It pushed out an understated 144bhp, along with 150lb/ft torque. So it was no ball of fire, but 60mph came in 8.2 seconds and the 135mph top speed was adequate for an everyday driver. An automatic gearbox option slowed it down to a 132mph and nine second 0-to-60 mph dawdle, highlighting the 2.2's target market of owners seeking a cruiser, not a bruiser.

A comprehensive spec included 6x16 inch alloy wheels, sport suspension, ABS, air conditioning, electric mirrors, white dials, leather steering wheel, cruise control, CCR 600 cassette head unit and four-disc CD changer.

Production changed little throughout the Coupe's lifespan, adding a trip computer in August 2001, deleting the extendable seat cushions in June 2002 but gaining a

CD storage box and height-adjustable passenger seat. An extra-cost Dynamic pack gained ESP (Electronic Stability Programme) and 17in wheels, a Leather pack offered heated leather seats, while a Winter pack included heated seats and headlamp washers.

May 2003 dropped the Bertone badge but brought reduced CO<sub>2</sub> emissions. By 2004, the stereo was downgraded to the CDR500 but ESP, a rear spoiler and 17in alloys were made standard issue.

As always, Vauxhall went to town on

limited editions. First came the June 2001 SE1 with Europa Blue paintwork, rear spoiler, 17in five-spoke rims, lowered suspension, blue Alcantara trim, blue seatbelts, CDR500 stereo and aluminium gearknob. Only 100 SE1s were fitted with the 2.2 engine; they all had manual gearboxes.

It was followed in October 2001 by the SE2 – also in Europa Blue, but with blue Alcantara seats, black leather bolsters, trip computer and automatic transmission.

October 2002 saw the introduction

of the desirable Linea Rossa, with unique red and black leather interior, 17in wheels and ESP.

April 2003 brought the Edition 100, developed to mark Vauxhall's centenary. The Edition 100 2.2 Coupe featured Centenary Blue paintwork, 17in BBS alloys, ESP, beige leather trim, a matt-chrome centre-console and an alloy gearknob.

By 2005 the Coupe was abandoned in favour of the Sport Hatch – a much modernised but more expensive proposition altogether.





## BUYING ASTRA COUPE 2.2 16V

### ■ ENGINE

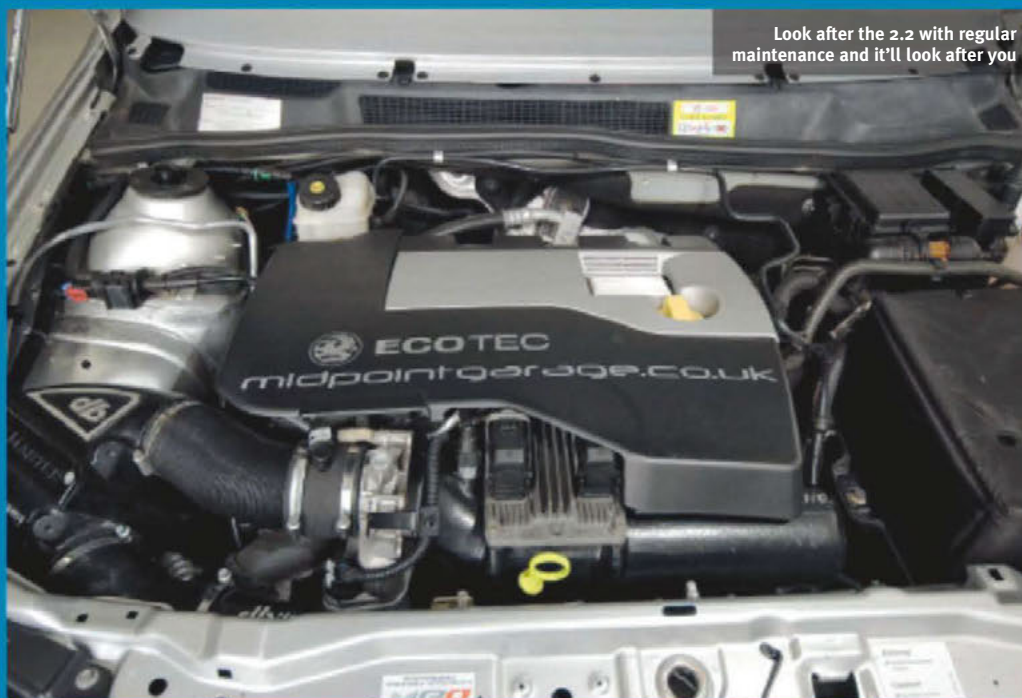
The heart of the 2.2 Coupe is the main reason for the car's lack of popularity. Although the Z22SE is a more-than-decent power plant (with torque and revvability in equal measures) it suffers from a reputation of failing spectacularly. But don't blame the engine – blame the owners. With adequate maintenance the Z22SE is pretty much bullet-proof, having few areas for concern. Miss out on regular oil changes, though, and it can be a different story.

The Astra's 2198cc four-cylinder has a timing chain rather than Vauxhall's usual belt. If the chain fails it can slip teeth and stop. But 99% of the time it'll mean major damage – bent valves or even a cracked piston.

The problem is caused by lack of lubrication, which allows the metal chain to eat through the plastic chain guides; if the hydraulic tensioner can't take up the slack it will start to rattle, then eventually give up, leaving you with a large bill.

It is essential to change the 2.2's oil every 10,000 miles or 12 months (or preferably sooner) to avoid any problems. Higher-mileage units (from around 75k) also tend to burn oil, so make sure a potential purchase has been serviced.

Vauxhall retro-fitted an oil tensioner modification, but every Z22SE-powered Astra needs careful inspection before buying. If you hear a rattly chain when the engine is



Look after the 2.2 with regular maintenance and it'll look after you

warm, walk away.

Bear in mind that the Z22SE's hydraulic lifters are generally pretty noisy, so don't confuse the sound for a dodgy timing chain. Often only one tappet makes the clatter, so it's nothing to worry about unless the noise stays when the engine is hot.

Water pumps also cause trouble, leaking either externally (look out for

traces of anti-freeze underneath) or internally. When water pumps fail they tend to go out in style, dumping coolant quite rapidly. If there's an internal leak you'll find a gallon of water mixed into a creamy substance in the sump; obviously that's not healthy for the engine, so a full check would be required. It's worth noting that the Z22SE uses a steel head gasket, which

is unlikely to be behind any water-and-oil party.

The other issue to watch out for is an erratic idle, possibly accompanied by an illuminated engine management light. Chances are it's a knackered EGR valve. Replacements cost around £100-150 but a better fix is to blank it off and have the ECU reprogrammed to ignore it.



You don't need to do a great deal to make your Coupe really stand out! Wheels and suspension should be your first modifications





## TRANSMISSION

The 2.2's F23 five-speed gearbox is strong but can show signs of wear, usually with a noisy release bearing. The bearing and slave cylinder are one unit, found inside the gearbox casing; a blown slave will leak from the casing seal and possibly contaminate the clutch.



Some 'boxes wear out the synchro on third or fourth gears, meaning a rebuild is required – the symptom is a notchy change into third or fourth.

Gearbox oil tends to sludge up, so examine the car's service history to ensure it's been changed recently; every four years is a good bet.

## STEERING AND SUSPENSION

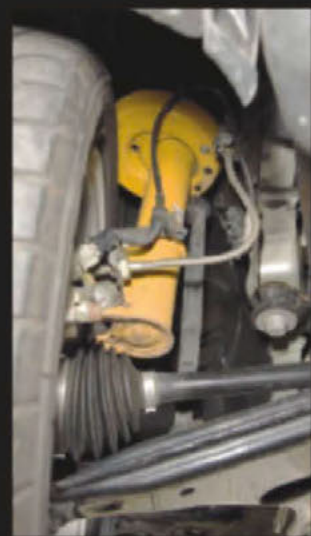


Nothing major goes wrong beneath an Astra, but several niggles can raise their heads. At the front end, check the suspension top mounts by jacking up the car and rocking the wheel. Abnormal noises and play in the suspension tops mean the mounts are gone. They're only £30 each, but awkward to fit.

While you're there, wobble the front wheels from left to right – any excessive movement could be due to the track rod ends, which wear out with high mileage.

Astra anti-roll bar links are on ball joints and suffer over time; check for shake through the steering column and listen for them knocking on a road test. Creaking over bumps is most likely to be caused by anti-roll bar bushes, especially on the front. They can be awkward to fix.

Wheel bearings tend to cause trouble, especially on the front but are not uncommon at the back. Listen for rumbling. Repair means a



complete new hub. Even today a decent Coupe should feel taut to drive, so beware of a sloppy ride and be prepared to renew the dampers.

Coupes make you want to dance... allegedly





## BRAKES

An Astra Coupe's stoppers shouldn't cause any serious concerns, but with the earliest examples being 15 years old, you can expect a few issues.

By now most Coupes will have rusty brake lines, particularly around the fuel tank and above the back axle. Look for deterioration of their plastic coatings and impending corrosion. Pipes are cheap but can be a pain to replace, and corroded pipes are a potential MoT failure.

Rear brakes are prone to binding, caused by the handbrake bracket sticking onto the caliper – easy to check by jacking up the rear and ensuring the wheels spin freely. The cure is a late-spec modified handbrake cable; in the worst case it may need a replacement caliper.

Finally, pay close attention to the ABS warning light on the dashboard; if it stays on after initial start-up you'll need a specialist to diagnose the fault. The common fix is a new ABS sensor, but they're built into the hubs so it means a fitting a whole new unit which aren't cheap. Having said that hubs are available on eBay for around £40 –but we can't vouch for their quality.



## INTERIOR

Cloth trim came as standard but lots of 2.2 Coupes had leather – whether a limited edition or factory option. Cloth wears much better than leather, so don't be alarmed to see worn bolsters on a cow-covered Coupe seat. Whatever the trim, check the backrests tip forward; if not, it'll be caused by a snapped cable. Fronts tend to squeak too.

Electric windows can cause trouble, usually a regulator fault if they get near the top then jump back down. Check the aircon works; if you can't hear it kick in when the



Electrical niggles can plague the interior, so check everything carefully



engine's running, the condenser has probably blown – they're very prone to rotting and dropping apart. If the aircon is simply smelly, the reason is probably a blocked pollen filter.

Like all Mk4 Astras, steering wheel horn push buttons go baggy with age,

and bulbs can fail, especially in the milometer and multi-info display; they're cheap but fiddly to change. The 2.2 Coupe also had cruise control, so make sure it works; if it doesn't, the electronic clutch switch has probably blown.

Finally, make sure the remote central locking works from the button on the key; it could just mean a loose battery or a key that needs resetting, but might also require a whole new key and Tech II reprogramming.



## BODY

Even now, you shouldn't really find a rusty Astra Coupe. Their bodies were galvanised, and it did a good job. Signs of corrosion should ring alarm bells, suggesting there's a history of badly-repaired accident damage. Any buyer should inspect the car's underside, inner wings, sills and boot floor for creases or overspray.

Like other Astras, the headlamps tend to suffer from excessive condensation. Their plastic lenses are also prone to deep scratches. Make sure the windscreen wipers work properly. If they don't park after use it can mean a new wiper motor for around £40 for a non-gen part plus fitting. And if they squeak or only one arm functions you could be looking at a replacement linkage.



## PRICE GUIDE

**eBay** **£799**  
2002 (52-reg), 129k, manual, New MoT, recent brake pipes, great condition throughout

owners, FSH, cloth seats, air con, cruise, clean bodywork

**Autotrader** **£1950**  
2004 (04-reg), 52k, manual, two lady

**Gumtree** **£1400**  
2002, SE2, 68K, Alcantara interior, new tyres and suspension, DVD/CD player, drives faultlessly

## MODIFYING THE ASTRA COUPE 2.2 16V

### ENGINE

The Z22SE might be an oddball engine in the Astra range, but thanks to its fitment in the original Vx220 and wide usage in America, tuning options are surprisingly huge.

Your starting point should be the exhaust – later 2.2s have a pre-cat, which can happily be bypassed, while any car can be fitted with a performance system and sports cat (or decat if you don't mind the noise and/or illegality) for gains of up to 12bhp and 10lb/ft torque.

The Z22SE's ignition system features a knock sensor, so higher-octane fuel is beneficial – so much that some 2.2s splutter on regular unleaded. Vauxhall's original spark plugs are fine, but cool-running platinum plugs are recommended for continued hard revving.

A decent panel filter inside a derestricted airbox does a good job, but the 2.2 has no airflow meter, so it's fine to use a cone filter. Even better is the dBilas Flowmaster with huge air intake, but you'll only notice the benefits if you get the ECU remapped. You should then see another 7-10 bhp, along with an increased rev limit; which is worthwhile if you've also fitted a modified inlet, cams and cylinder head.

Talking of which, the dBilas Flowtech intake system replaces the original plastic manifold, which can increase power to 180+bhp when added to remap, exhaust and filter. A US-spec 2.4 inlet manifold is available, but tends to produce only



top end power for the price of a loss of torque below 4500rpm, which will be very noticeable during normal driving.

A larger American 2.0 SC (supercharged) throttle body can be used, but isn't necessary if you're using the Flowtech manifold. Likewise for the 2.0 SC's GM 357cc injectors – they work fine on modified engines, but a Signum 2.0 Turbo 3.6 bar fuel pressure regulator should suffice.

Cams are the next stop, replacing the 2.2's mild items with a choice of specs; Courtenay's and Piper's don't

affect the car's idle but dBilas Stage 2 fast road cams give more grunt and a lumpy tickover.

Ideally, uprated cams should live inside a flowed cylinder head; the standard casting is fairly rough, so gains can be found from gas flowing, porting and matching the head to its manifolds, and adding 1mm oversize inlet valves and vernier pulleys.

The Z22SE bottom end is strong enough for most upgrades but steel rods are advisable if you're planning on more than 250bhp. American

forged pistons can take whatever you throw at them.

A 2.4 version of the 2.2 was built for some markets; using its crank in a Z22SE engine should be possible for more power.

Finally, there's the ever popular forced induction. The Vectra/Saab Z20NET engine's turbo kit could be added, but a supercharger makes more sense – Courtenay's conversion is available ready-to-run with 240+bhp! Or you can purchase the parts separately and do it yourself.





### TRANSMISSION

The 2.2 Coupe's F23 five-speed gearbox copes well enough with an upgraded engine, although an uprated clutch is recommended for power anything in the region of over

170bhp and beyond. A Quaife ATB differential will also work wonders for traction and will be beneficial on track.

Unfortunately, an M32 six-speed gearbox won't fit because the Z22SE's

starter motor gets in the way. But swapping for a diesel F23 fifth gear ratio means lower revs for motorway work (only necessary when combined with a heavily modified engine).

Oh, and don't forget about a lightened aftermarket flywheel – Courtenay's reduces the 9kg item down to 6.5kg and results in better engine response.





## ■ BRAKES

The 2.2's brakes are up to the job on a standard or mildly modified car, but for most owners the Astra Mk4 GSi's 308mm stoppers are a great upgrade. Better still, an Astra VXR front brake conversion adds big discs, immense stopping power, and won't break the bank.

It's unlikely you'll need more on an Astra 2.2, but if you do there's a wealth of 4- and 6-pot calliper options available from tuners.



## ■ STYLING

There's so much stuff available for Astra Mk4s that we could fill five pages with front spoilers alone. In our opinion it's best to stay with good-quality parts – Vauxhall OE accessories, Irmischer and Steinmetz fit the bill, or you could even go for 888 Coupe kit if you're feeling brave.

Choosing the right wheels will make the most dramatic improvement. The 2.2 Coupe left the factory with 16 or 17in alloys as standard, with the latter in particular being perfectly adequate. Still, 8x18in rims are a sensible upgrade, using 45 to 49mm offset. You can go up a step to 19s, but fit the skinniest tyres possible and be prepared for a few wheelarch modifications to minimise the risk of rubbing.



## ■ SUSPENSION

The 2.2 Coupe is dramatically improved with a decent set of dampers and 35mm lowering springs. Bilstein or Koni shock absorbers with Eibach springs are ideal for a fast road car; coilovers are available for track day enthusiasts but don't necessarily suit the character of an Astra Coupe. A Whiteline rear anti-roll bar sharpens up the handling no end. Powerflex bushes reinforce the tighter feel, and there's a front polyurethane engine mount available for the 2.2s.

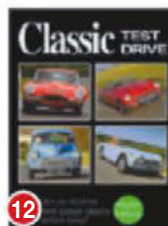
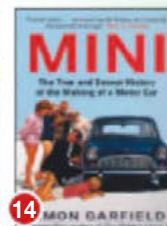
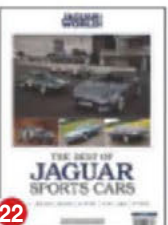
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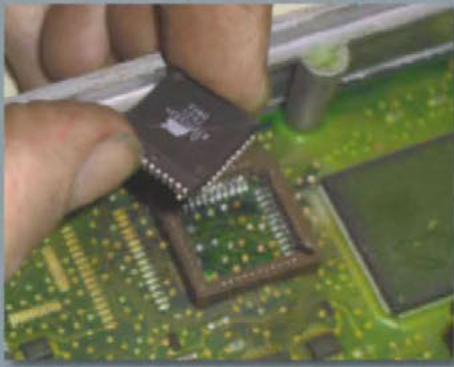


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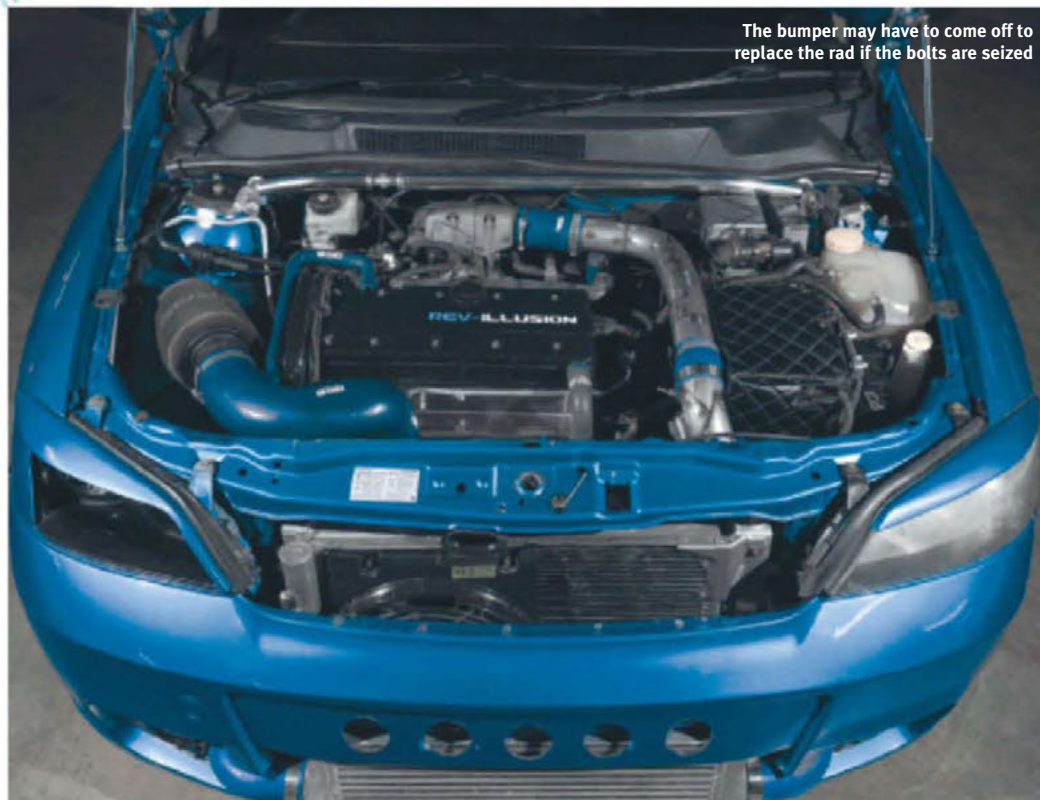
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## TOTALLY RAD

@ My Astra GSi Turbo has just started using coolant so I had it pressure tested and it's leaking out the bottom of the radiator. I've done some digging around and I can get a new one for about £90 but I've been quoted about two hours labour to fit it so I was thinking, is this something that I could tackle myself and if so, what's involved? Also, anything else I should do whilst the car is in pieces? Thanks, Carl.

A Not an uncommon issue given the age of the Mk4 Astra and as with most things on a Mk4, it's not a hugely difficult task for the enthusiastic DIY type. The biggest issue is usually the bolts that locate the aircon radiator to the coolant radiator, the captive nuts are prone for simply spinning and as access is non-existent, you sometimes need to drop the bumper, removed the crash bar and bring the entire rad pack forward then cut them off. Once these are out though, it's a case of removing the fan assembly, disconnecting the three hoses and then lift it out through the front of the engine bay.

As for what you should do at the same time... fresh coolant is the obvious answer and have a good look around for rot and oil leaks. But what you really want us to say is that you



The bumper may have to come off to replace the rad if the bolts are seized

should fit a hybrid turbo, front mounted intercooler and a 3in turbo back system then get it remapped. Joking aside, if you are considering a

front mount or the turbo is tired, now's the time to do it as it's a damn sight easier than stripping it all down several times. The only thing you

really need to watch is the aircon rad and pipes, neither appreciate rough handling so move it very slowly and carefully so as not to split anything.

## POWER STRUGGLE

@ I've got a 2007 Astra VXR which is currently running stage 2 with a hybrid KO4 turbo, Forge intercooler, EDS top hat and a 3in stainless system. It's been

dyno'd at 290bhp / 310lbft which I thought was ok but my mates reckon it should be over the 300bhp mark with that spec. I've had it back to my local rolling road and they think it's

fine. It's fast on the road though sometimes it'll pop the management light on but it doesn't change how it drives. My mate checked the code and it's something to do with fuel trim but he says that's just because of the map that's on it and I should ignore it. Think that'll be ok or should I get it looked at? Cheers.

Craig.

A Those figures aren't a huge cause for concern given the spec, after all every car is unique so there will always be variations however we'd be inclined to agree the 300bhp+ shouldn't be too difficult given the mods. What is a concern is the fact you're getting a management light relating to fuel trim which added to the slightly low power figures, it would prompt us to say there's perhaps (probably!) something amiss with the fuelling. Perhaps running a little rich

or worse, a little lean. That said, surely any self respecting dyno operator would have checked the fuelling before giving it a WOT power run? Perhaps not!

Before chaos ensues in the wallet department, we'd suggest you get the car checked properly. First to make sure there are no physically issues, ie the air flow meter, O2 sensors or air leaks and second to check the map and how it's controlling the air / fuel ratio. Some generic plug and play maps are excellent, some are just utter garbage. Not that we're saying your map is to blame here but we've seen many many issues and many many engine failures as a result of poor plug and play maps. You really need a map that suits the mods you have or better still, a custom map. Yes they're dear but then so is a replacement Z20LET engine.



It's always wise to go for a map that is tailor made for your mods, rather than a generic map



## FLOODED

@ I've just been and bought myself a Cat C damaged Zafira GSi which has been flood damaged but rather handily, it was the rear half that was under water so as far as I can tell the engine and electrics are all fine. It starts and drives though I've not had the chance to drive it any great distance as the first task is to sort the interior. The seats are pretty much ruined as is the carpet, door cards and so on, so it's getting replaced. I was debating putting a Zafira VXR interior in but haven't seen this done before so was just wondering if this was possible and if not, what my options are as GSi interiors aren't easy to come by these days. Cheers in advance team. **Big G.**

A Brave buy! That said, if the front end hasn't been doing Russian submarine impressions then you may have just got yourself a cracking bargain. Granted, you'll need a VIC

check before the DVLA will issue a new log book but that's a minor technicality. Interior wise, good question and to be honest... no end of internet searching or asking the usual suspects gave us a definitive answer. Some forum posts suggested they will, some said they won't and one said only 2004 onwards are compatible... which makes no sense as we were under the impression all Zafira A's were the same? Most bizarre, gotta love the internet.

Gut feeling would be to say 'no' to be honest as the two models don't share a common floor pan and thus logic would dictate the seats would have differences. However, nothing is impossible but how much would be needed is something we sadly can't



answer. Anybody able to help? Give us a shout on our Facebook page if you can help the man (and us!) out. Quick fix would be to source a complete base interior and swap the seat covers once they've been cleaned and dried. The front Recaros are GSi specific so unless you buy new seat foams from Vauxhall, perhaps holding out for a GSi interior would be best? Sorry we can't be a bit more helpful here but this is one such occasion where we simply don't have the definitive answer!

## PAUSE FOR THOUGHT

@ Hi there. I've had my Insignia VXR for about 18 months now and while it's a fabulous bit of machinery, it's had a couple of persistent and very annoying issues, the first of which is brake squeal. It usually only happens when it's dry and I'm reversing out the drive. It's had new discs and pads, the brakes have been cleaned numerous times but after a matter of weeks the squeaking is back again and it's driving me demented. The second niggle is that the car has a definite hesitation under power, more noticeable at motorway speeds and in 6th gear when the car is asked to accelerate from fairly low revs and it feels like it's stuttering slightly then clears once the revs increase by around 1,000rpm and from then on it's fine. The local dealer has had it

three times and can't find the fault. Any suggestions, greatly appreciated guys! **Colin**

A Squeaky brakes are generally caused by some sort of debris caught on the braking surface and given the fact this only happens coming out the drive, we're thinking it could be simply down to a buildup of dust and/or corrosion on the discs overnight. When we say corrosion we don't mean rot, just that fine surface layer that will form even after a car has sat for a short period of time. You don't want to go changing friction material again, especially on a VXR and if they're being cleaned regularly then all we could suggest is it's perhaps the pad compound, fast road /race grades pads can tend to squeal

a bit more than others.

The stutter you're experiencing isn't right however, it's not 'one of those things sir' as the Insignia is wonderfully smooth under power. Or at least, should be. The issue you have, unfortunately, could be one of any number of things from fuel to ignition to boost to an air leak. If diagnostics don't show anything helpful and it's had plugs and filters recently, our next stop would be a rolling road session so the fault can be replicated on the dyno with various parameters monitored in real time to see if there are any tell tale signs. All the main tuners offer a diagnostic service so give the guys at Courtenay Sport or Regal Autosport a call, they'll be only too happy to help. Also have a look on the likes of VXRonline and chat to some fellow owners.

Squeaky brakes aren't a cause for concern, but a hesitation under power is!



## Quick fixes

Q Hi there, I'm thinking of building an Astra VXR van as I've just bought a wrecked Astra VXR. I've been offered a cheap CDTI van as a base... any issues using a diesel instead of a petrol? **Steven**

A In this case, no... you've got everything you need on the VXR so simply (!) start swapping. Granted, if you just had the running gear then a petrol base is a bit easier what with the fuel lines, tank and so on.

Q Guys, quick one... Vectra B SRi 16v as a base for a track car build. Yes or no and why? My mates think it's a crap idea, but I'm the opposite. **Danny**

A We're with you on this one. Readily available, turbo conversions are easy, huge range of chassis mods available, they're not actually very heavy and can be picked up for buttons. You should totally do this. What are you waiting for?

Q Discs and pads for my Insignia... just priced them at my dealer and almost passed out. I can get them on eBay for a fraction of the cost, so what's the catch here or are Vauxhall just a rip off? **Brian**

A Cheap brake parts are often cheap for a reason... they're generally a bit crap. Without knowing the model, we can't really comment on prices but the dealers are usually pretty competitive when compared to premium aftermarket brands. Try the guys at Autovaux, or alternatively use this as an opportunity to upgrade your brakes.

Q I've just fitted -40mm springs to my Corsa and the ride height has barely changed. I rang the company and they said they'd rarely drop the car 40mm. So what gives? **Kriz**

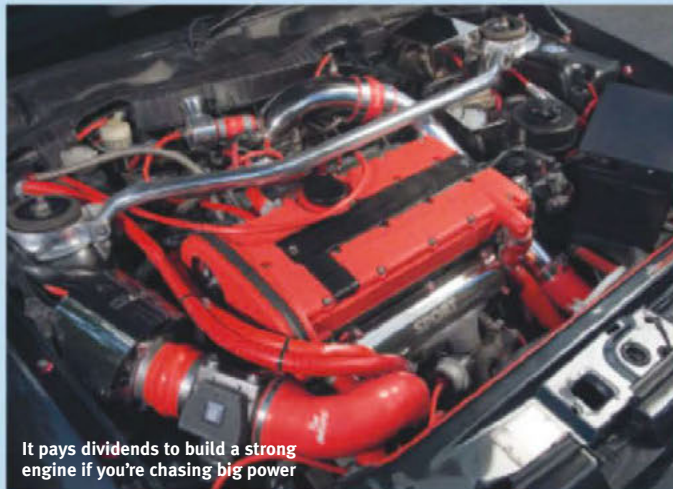
A Old, sagging, soft springs vs new, harder springs... so yes it's not uncommon for the car to not drop by the exact amount stated. Different spring ratings also affect ride height. You have got the right ones? Springs vary depending on axle weights so check yours are specific to your model as that could be the cause of your woes.



## TOUGHEN UP

**@** Hello. I'm in the process of putting my recently exploded CzoLET engine back together and I have a couple of questions. Can I do anything while it's in pieces to make the bottom end and the block a bit stronger and more reliable? Also, I've been looking into ARP bolts and was wondering if they are worth the expense over standard stuff? The reason it died the last time was number four piston let go and went through the block and I'd rather avoid this happening in the future! Cheers.  
*Owen.*

**A** Without knowing the exact reason for failure or the level of tune you're now aiming for, it's difficult to advise on the best course of action. If the engine was standard (or reasonably standard) and the rod itself or the bottom end bolt failed, then that could be attributed to age. As for it going through the block, that's just collateral damage and will happen to any block with a loose rod flailing around at 6000rpm so in terms of strengthening the block itself... no, you can't do anything



It pays dividends to build a strong engine if you're chasing big power

that'll stop a rod punching a hole in the side.

You can of course build a stronger bottom end. That doesn't mean the block is made of Inconel or Tungsten, it means the moving components are improved to help cope with the stresses of higher RPM or torque. Ultimately, you need forged pistons from the likes of Wossner along with H beam rods with 'race' spec bearings and fixings. ARP bolts are expensive

but are much stronger than OEM parts so are far more capable in high stress applications. A fully forged bottom end would be overkill on a standard output engine but as soon as you start chasing high RPM or big power it's the best way to guarantee reliability. There are countless highly reputed engine builders out there pushing the LET to incredible limits, so chat to them in person or online before you start spending the cash.

## SHOULD I STAY...

**@** I've been driving a Vectra VXR for the past year or so and I've now found myself thinking it's time to get rid of it. It's a brilliant car – fast, comfortable and practical, but the thing is, owning it has become a chore. I'm paranoid about it getting damaged in car parks, I hate having it sat on the road at night and I'm convinced there's a big bill looming on the horizon so I'm seriously contemplating chopping it in for an old, daily driver that I don't have to worry about and will just run and run and run. Thing is, no idea what I should do or what I should be looking at buying. Any thoughts? Cheers,  
*Gregor.*

**A** A nice car is an awesome thing to have and when it's also your hobby, it plays a huge part in your life. However yes, owning a nice car does have its downsides especially if it's your daily driver. Ultimately everybody is different but we can sympathise with the daily stresses that owning something nice brings – trying to keep it clean and trolley dent free, scared in case something goes wrong, worried it won't be there the next day. Whilst the Vectra VXR isn't the most 'look at me!' model out there, it does attract its fair share of attention and the 2.8T plonked into a Vectra C shell can bring some fairly hefty bills.

If you have the means then an old cheap daily driver is awesome, something to beat around while your pride and joy sits in the garage waiting for the next sunny day or show. There are countless options ranging from a 1.2 Corsa B to a cheap Vectra GSi estate and everything in between but we've always said, buy something you won't be tempted to modify, thus the cash gets spent on the nice one. That said, if you're thinking of giving up all together and just having one car, again it's down to the individual but going from a VXR to a 12 year old, base

model Astra Diesel could prove a difficult transition. To be honest, not sure what to advise here but there are countless decent cars out there for under a grand that still tick lots of boxes – Omega MV6, Astra SRi 2.2 16v, Cav GSi, Senator 24v... all awesome in their own right; bombproof, cheap, and still good fun. Just remember, old cars come with their own issues – corrosion, wear and tear, parts availability. There are plenty of websites out there to keep you right but us, we'd be tempted to keep the VXR and buy a £500 daily if you can.



It's not always easy to keep a high performance VXR, but the rewards are well worth it

## Quick fixes

**Q** I'm thinking of converting my 2012 Corsa Limited Edition to 2015 specification. Can you buy the lights and panels and what else would I need?  
*Ash*

**A** Errrr, you can but we suspect it won't be as cost effective as trading yours in and getting a cheap monthly deal on a new model. Seems a lot of work just to look like every other new Corsa out there?

**Q** I've just bought an Astra Coupe SE2 with no keys. Can I just go to Vauxhall and order new ones? What will I need? .  
*Billy*

**A** You'll need the Car Pass, this has the key number and immobiliser code on it. You can order one from Vauxhall, then get the keys cut then they'll need to be programmed to the car using Tech 2 or similar. Failing that, buy a second hand matching lock set, keys and don't forget the immobiliser pick up ring.

**Q** Maybe not your thing but I do a bit karting and need a van. I was debating a SWB Movano or a LWB Vivaro. I've done my research so know what to look for but choice of the two, which would you have?  
*Terry*

**A** No contest... Vivaro, every day. Probably one of the best driving vans out there and can be made to look pretty good too. The Movano just feels like it was left over from the middle ages, however they are pretty massive! So actually, space... Movano. Everything else... Vivaro.





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# STAFF CARS

What we've done with our cars this month

## THE PV FLEET/THIS ISSUE

JAMIE **CARLTON**

**BOUGHT** 2012  
**STATUS** Mild manifold manipulation makes matters more manageable.



DAN FURR **IRMSCHER MV6**

**BOUGHT** 2014  
**STATUS** The MV6 build gathers momentum, with some pretty massive changes in store.



JULIAN **VECTRA C 1.8VVT**

**BOUGHT** 2013  
**STATUS** Continues to serve me well, but a list of minor issues have to be kept on top of, lest it becomes a big list!



DOUGIE **CAVALIER 2000 SPORT**

**BOUGHT** 2007  
**STATUS** A dodgy crank sensor stopped play - but all will be fixed shortly...



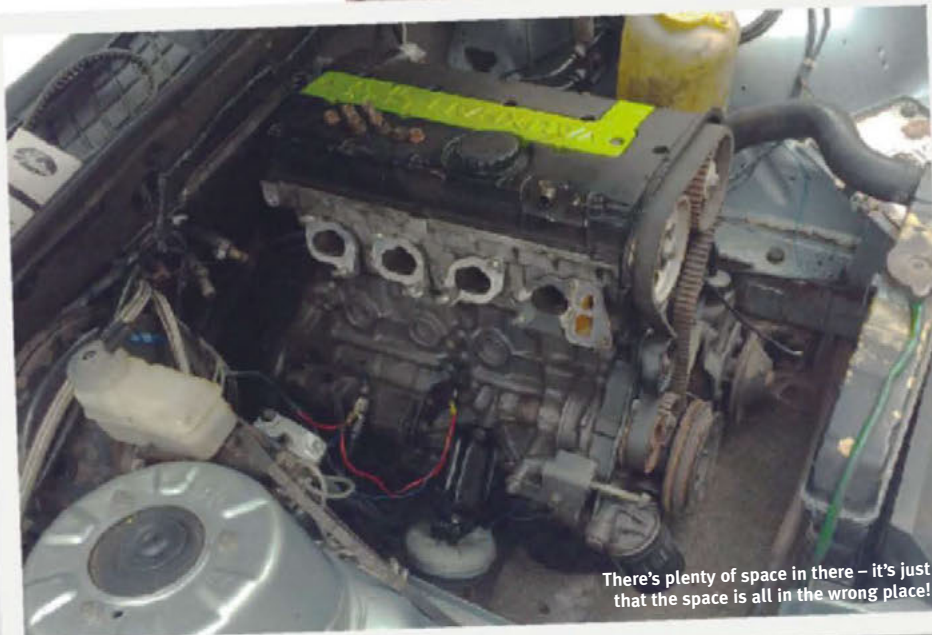
JAMIE **CARLTON**

## CLEARED FOR TAKEOFF (MAYBE)

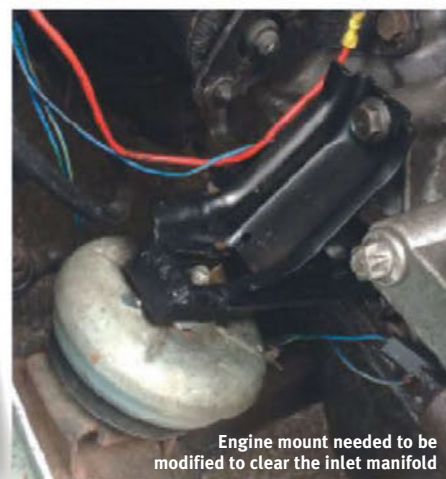
**W**ell I can finally report that the XE inlet clears the brake servo, the steering box and everything else it was threatening to clobber at the merest hint of vibration, meaning that the project can progress nicely and that the car still stands a chance of making it to shows in 2015. As you can see, getting to this point has involved a lot of careful angle grinding and some skillful TIG welding to plug the resulting hole, and only time will tell whether this drastic surgery will affect how the finished car actually runs, though I do have a spare manifold just in case.

You'll also be able to spot the modified driver's side engine mount, again the result of Steve Lacey's angle grinder and MIG-skills. It's not drastically different, but it does help the inlet manifold clear the rest of the ancillaries nestled in the top left corner of the engine bay without compromising the angle of the propshaft.

Sorting the coolant system has been another top priority, especially as pretty much nothing from the original 8v can be re-used or re-purposed. We're using a mix of stainless steel tubing and silicone hosing to route the system



There's plenty of space in there - it's just that the space is all in the wrong place!



Engine mount needed to be modified to clear the inlet manifold





JULIAN VECTRA C 1.8VVT

## FIDDLY AND ANNOYING BITS

**A** little while back the Vectra began to show some issues with the power steering where a couple of times at low speed, or from a standing start, the power steering didn't kick in, giving the car the manoeuvrability of an old truck! With a heavy heart I started searching for new/replacement power steering pumps, and with my wallet wincing at some of the prospective purchases and fitting costs, I tried to work out what else it could be down to.

Meanwhile, during a cold snap one evening, the car wouldn't start at all and sounded very much like a dead

battery. So I bought another, fitted it and all was well again. And so it seemed was the power steering, so I put that down to experience and low power to the pump being the culprit.

On a different front, power delivery on and off the throttle was a bit suspect, being quite jerky on deceleration, and gear changes. Having no idea when this had been last done, I changed the plugs – and what a difference! All of a sudden, all was nice and pretty smooth once again. Next up in the service department, an oil change – once I've worked out how to get the clearance to get under the car

to the sump, while on the drive on axle stands... unless I can find a friend with a ramp.

Broken interior fittings have long been annoying me – along with a driver's door seal, which I bodged last year and ended up making from several pieces, so I resolved to find a whole one from a local breaker's. Also irritating was the issue of the broken bottom louvres on the dash centre vents which I previously tried to fix and, along with a broken backseat ashtray, I got these parts at the breaker's from a range of mainly pre-facelift Vectra Cs, so things look a bit tidier again.



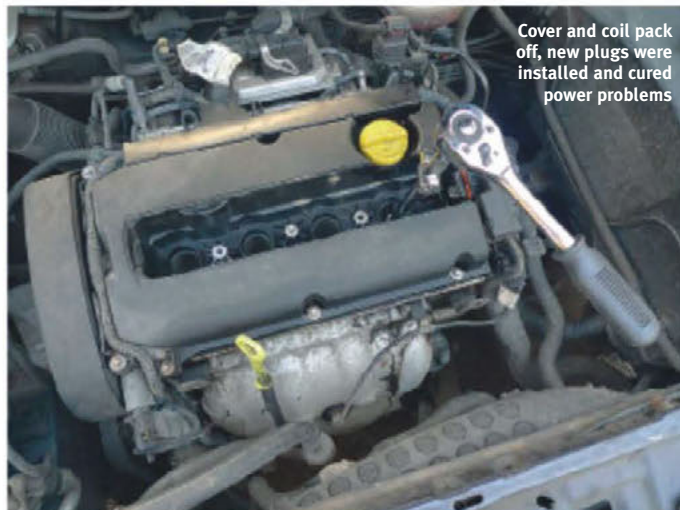
Manifold has been modified for clearance



New battery sorted one or two issues



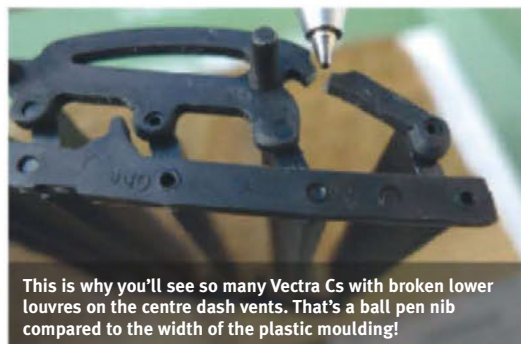
Many scrap Vectras donated bits



Cover and coil pack off, new plugs were installed and cured power problems



Pulling the dash apart to get to the vents



This is why you'll see so many Vectra Cs with broken lower louvres on the centre dash vents. That's a ball pen nib compared to the width of the plastic moulding!

around the repositioned engine, while the radiator itself should be getting a lick of paint before the finished car goes anywhere near a show. The position of the engine in the bay also means that a custom coolant route is needed, which is a bit of a pain. It'll eventually snake its way from the back of the water pump to the bottom of the radiator, with a take off to the inlet manifold along the way.

Massive thanks as ever to Steve Lacey and Simon Cornish for giving up so much of their precious spare time to help me out and to move the project forward, I couldn't have got this far without their great help, so cheers guys!







DAN FURR **MV6**

## OFF WITH ITS HEADS!

**W**ith the MV6's wheels away at the rim refurbishers, it was time to crack on with the build of my recently-acquired 3.2-litre V6 engine. The low-mileage lump has been patiently waiting in the wings while I've been tinkering with the car's suspension, bodykit and interior.

To say that this particular Y32SE was filthy would be an understatement; a thick layer of muck caked its bottom end, and it was clear that the build would involve as much cleaning as it would ratchet-wielding! Besides, I

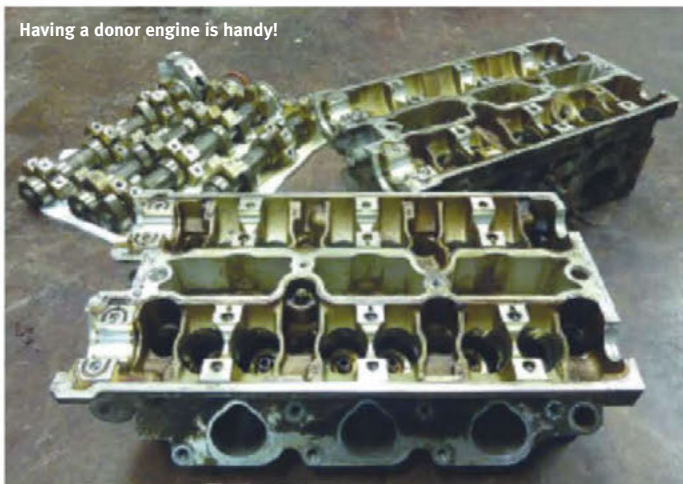
wasn't going to allow a dirty engine to sit under the car's bonnet – a train of thought that resulted in a strip of the 24-valve unit before the arduous task of preparing its paintable surfaces for a fresh coat of colour.

I added to the workload by dismantling one of my spare Y32SE powerplants. I've decided to rob some of the donor's hydraulic lifters, and it will be providing its inlet camshafts for use in place of the new engine's exhaust-side equivalents. Using a set of four 'G' cams in this way is a popular mod among six-pot owners, and I experienced significant gains in performance when applying the same update to my V6-powered Mk3 Cavalier.

At the time of writing, I'm awaiting the return of car's fuel injectors following their treatment to an ultrasonic cleaning session. Additionally, I concluded that no amount of scrubbing was going to rid the engine mounts, alternator housing, cylinder heads and various other mucky metal bits of the grime that covered them – an assumption that encouraged me to leave each of the affected parts in the capable hands of a professional vapour blasting firm.

Meanwhile, the components that are

Having a donor engine is handy!



still in my possession have been cleaned and painted as planned, and my soon-to-be-installed R28 manual transmission is now decorated in numerous layers of stunning silver. Onwards and upwards!

With the block cleaned it's almost time for the rebuild to take place





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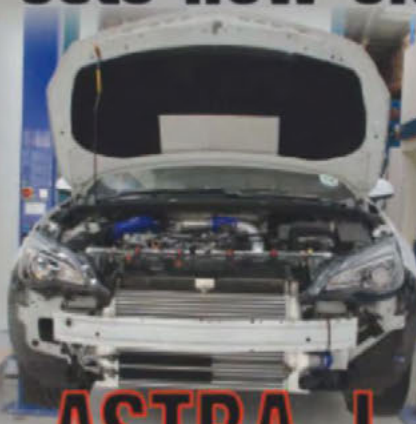
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Kieran Coia





Daniel Medlicott



Gareth William Summerfield



Andy Hunter



Mark Dean



Kat Miller



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Robin Darm



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Andy Gorton



Justyn Setterfield



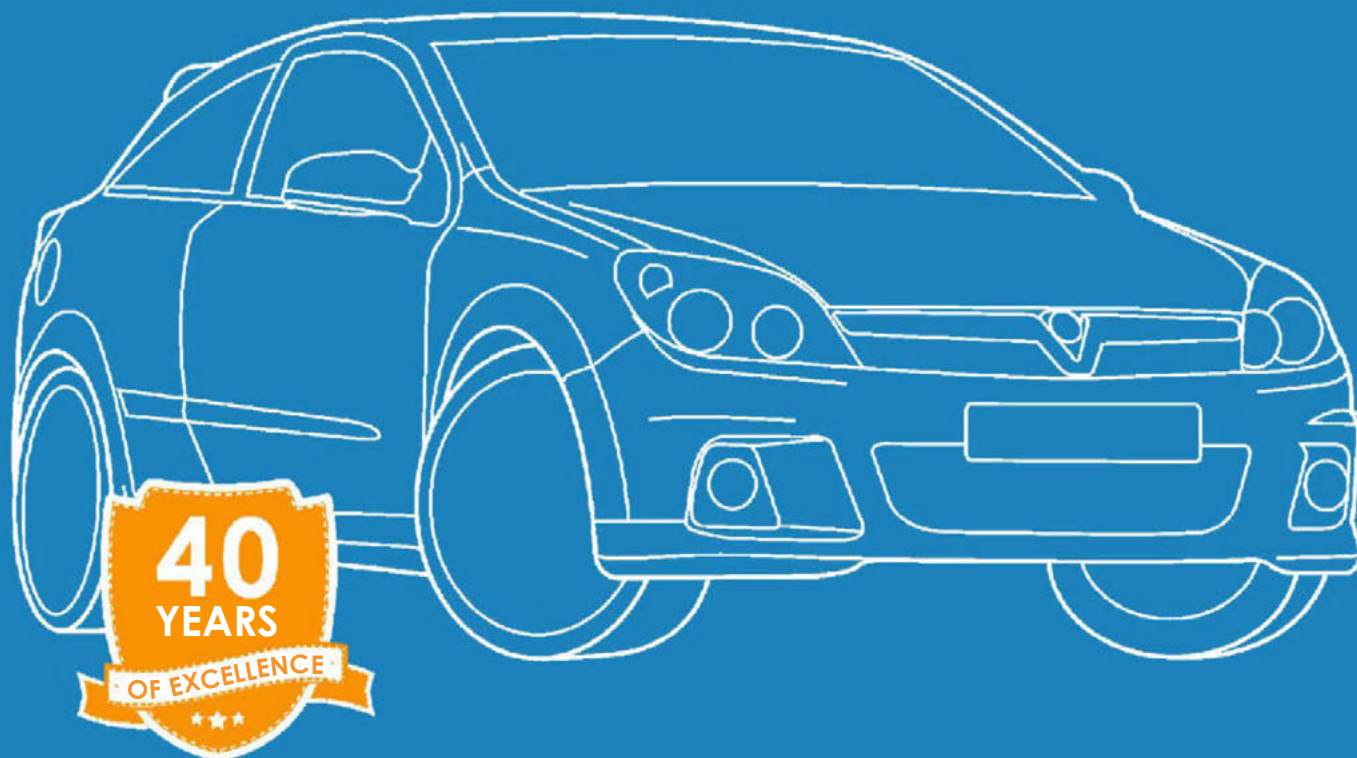
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## Astra

### ASTRA



**2013, 12,600 miles, £8,995.** The interior is as new with genuine over mats fitted (still as new). The engine bay is spotless and as new and is very good (55mpg+) on fuel. The heated leather seats are immaculate as you would expect. 07783 887413 (JP)

### ASTRA 1.4

**1995, 60,000 miles, £175 ono.** Tidy car, needs a few jobs. Two tyres, rear exhaust box. No rot. West Yorkshire. 07757 104830 (RB)

### ASTRA LIFE 1.6



**2004, Just over 86,000 miles, £1,600.** MoT until Dec 15. Only had 3 owners Great car in nice condition and drives well. I have had the following work done: Battery 2013. Angle Sensor - 2013. Had a car hit me from behind in 2014 - replaced rear bumper, trim, tailgate etc Cam-belt change in Nov 2014. Ignition coil in Feb 2015. Hertfordshire. 07855 424074 (HP)

### ASTRA MK 3 EDITION



**1998, 89,000 miles, £650.** 1.6 16v. 5 door, very clean and solid car. 6 months MoT. 2 keys, 1 owner from new, new battery, new tyres, some service history, looks and drives great. Surrey. 07414 445666 (HP)

## Belmont

### BELMONT



**1989, £1,500.** Mint belmont everything is original car starts first times and runs sound. West Midlands. 07967 804085 (JP)

## Carlton

### CARLTON



**1984, £1,500.** Automatic. All genuine parts. Mot October. Nottinghamshire. 07889 899686 (JP)

### CARLTON CDI

**1993, £600.** MoT failure, dark red, alloy wheels, clean interior, same owner since 2000, lovely car would make good restoration project, needs welding underneath floor etc, serious enquiries only please. Dyfed. 07974 609857

## CARLTON GSI 24V



**1992, £5,500 ono.** Excellent condition for age. No rust or welding underneath. Just passed mot with flying colours. Swartz black. 3 owners from new. Stainless steel custom exhaust with correct twin box system by longlife at a cost of 700 pounds. Cleveland. 07414 264814 (JP)

## Cavalier

### CAVALIER GL



**1982, 26,000 miles, £2,250.** It has been dry stored for the last 18 years and has just had a full service and drives like a 26,000 mile car should. I have the original 1982 logbook the original bill of sale showing the mud flaps and alloy wheels as extras all handbooks including service book and Haines manual. Yorkshire. 07479 283307 (HP)

### CAVALIER MK2 SALOON

**1983, £1,000 ono.** An unfinished project! 80,768 car mileage. Garaged, non-runner, buyer to collect. Price includes many spares - for sale as job lot only. Yorkshire. 01723 870934 (HP)

### CAVALIER SRI



**1988, 44,000 miles, £4,500.** Absolutely MINT condition inside and out no rust at all and never had any welding! One of the rarest 80s cars around. Interior is in pristine condition. It has been garaged it's whole life. Yorkshire. 07479 283307 (HP)

### CAVALIER SRI



**1995, 118,000 miles, £1,250.** Mk3 2.0i 16valve. M reg for sale, comes with alloys, pas, electric front windows, cd player, 11 mths MoT, no Tax due to new rules and regulations. Good inside and out, starts first time and drives fine. Tyne And Wear. 07984 382791 (HP)

## Chevette

### CHEVETTE



**1983, 36,000 miles, £1,900.** Garaged and unused for 13 years until recently. Runs and drives very well. Comes with masses of spares to keep it roadworthy. Never welded and unusually solid. 0877618490 (JP)

## Corsa

### CORSA



**1998, £650.** 4 door saloon, 1.2cc. MoT till March 2016. Good runner. Same owner years. No offers. Lancashire. 07835 651411 (RB)

### CORSA

**2001, £550 ono.** 1.0 LS, 12V, 5 door, 11 months MoT, some new parts, well looked after, cheap tax & insurance, ideal first car, good runner, Salmon red (pink). Leicestershire. 07594 469115

### CORSA

**2005, 124,000 miles, £1,395.** 1.4 16v. Sri Twinport. 3 Door hatchback. 5 Speed Manual. Metallic Black with Complementing Two Tone cloth interior. Fitted with body styling extras. Recent tyres all around. MoT until May 2015. Buckinghamshire. 07749 062268 (HP)

### CORSA

**2007, 102,000 miles, £2,450.** MoT. vgc no dents or digs, no rust very clean, runs well, one owner. Sussex. 01825 740978 (HP)

### CORSA



**2008, 25,320 miles, £3,650 ono.** All Breeze refinements i.e. Alloy Wheels, Electric Windows, Electric Mirrors, F/S/H, CD Player, Aux Output. MOT to 26/02/2016. Excellent condition. Lincolnshire. 07795 950114 (JP)

### CORSA D VXR

**2008, 30,000 miles, £0 offers.** Standard rear diffuser, intercooler. White V grill. Black wing mirrors. Ex glass (damaged). Clutch flywheel. JS performance dump valve hose (blue), CD30 black radio. Cheshire. 01606 551200 (PB)

## MONTANA

**1995, £Around £1,000.** 3 door hatchback 1196cc, low mileage, in excellent condition, ready to use and enjoy. Lancashire. 01524 406398

## Cresta

### CRESTA



**1962, £14,500 ono.** 2.6. pos earth, alternator, electric fan on radiator. Electronic ignition. New Respray, converted to unleaded, All chrome is new. This car must be seen to appreciate the work care and money spent on the upkeep of this Cresta. Bedfordshire. 01582 872684 (HP)

## Monterey

### MONTEREY 3.1 TD

**£POA.** Limited Edition 4x4. Leather Seats-Alloys-Tow Bar-Stereo & MOT. ALSO Buccaneer Caravan 2 Birth Elite 15 1996 Would swap both for a Camper Van or Classic Car. Or would sell separate. FOR SALE or PART EXCHANGE. Scotland. 01698 373350

## Nova

### NOVA



**1985, 38,000 miles, £1,500.** 1 years MoT. 2 door. Best service history your ever come across. Car is in great condition but the bottom of the rear arches are rusty and need a little attention. Middlesex. 07879 783782 (JP)

### NOVA 1.4 SR



**1990, 45,000 miles, £4,700.** Excellent condition, no rust anywhere, new exhaust and battery, brakes, no tears in seats bolster, factory sun roof, very rare now, 154 cars on the road. Kent. 01622 746305

## Omega

### OMEGA ESTATE



**2002, £575 ono.** 2.0 silver good condition. Drives very well and very presentable car. some scratches on bumper but good generally. MoT June 2015. Very economical for its size. Bedfordshire. 07577 933445 (HP)





## Vectra

### VECTRA



**2001, 61,155 miles, £825 Or near offer.** 1 family owned since new, full vauxhall service history, 1 years mot with no advisories, 6 months tax, all old mots and some receipts, power steering, remote central locking with 2 keys. Scotland. 07543 311244 (JP)

### VECTRA



**2004, £895 Offers invited.** MoT september 2015 and tax July. Starts and drives all fine plenty of power 6 speed. Comes with full leather sat nav needs disc cd shuttle loader heated seats. Bodywork has few marks and dents. Nottinghamshire. 07977 770030 (JP)

### VECTRA 2.2 CD



**2001, £299.** 2.2 litre petrol engine. Excellent runner, e/windows/sunroof/mirrors/steering, r/cassette with 6x cd/auto-changer, air-con, m/f/s/wheel, 2x airbags, alloy wheels, beige velour interior. London. 07950 338604 (HP)

## Victor

### VICTOR 2000



**1969, 62,000 miles, £1,500.** MoT 26th April 2015, Tax exempt. 3 speed column change. This car has recently had £500 spent on bodywork repairs, including a replacement inner and outer sill, replacement rear wheel arch, repairs to the other rear wheel arch and 3 doors repaired and painted. Tyne And Wear. 07966 155987 (HP)

### VICTOR FD



**1968 , £4,250.** This FD has been mildly customized and features beige leather interior, metallic Pepper Red paintwork, whitewall tyres (not add on flaps), Ventura grille, original Victor grille also included. Mechanics are standard with 2 litre engine and 4 speed manual floor change. A ground up rebuild was undertaken in 2012 and I have 100+ photos of the work and all new/replacement parts are listed. Superb underneath and rust free. Hardly any of these left. Call for more info or to view. Wiltshire. 01380 859340 (MC)

## VX220

### VX220



**2003, 47,000 miles, £10,750 offers invited.** 2.2 16V Fantastic Example. 2003 (03 reg) Petrol Convertible. Manual. Europa BLUE Pearlescent Paint. A low mileage very quick Lotus built sports car with subtle upgrades. Full black leather interior including dash panels, Winter Pack carpets, floor mats and fire extinguisher. Bodywork in excellent condition, garaged and used mainly in dry weather. Buckinghamshire. 07961 247540 (HP)

## Zafira

### ZAFIRA



**2005, 62,000 miles, £2,400.** 16 life (new shape). Service history, all books and paperwork etc, both keys. All the old mots to back the mileage up. 12 months MoT. Great family car and good on fuel. Good condition unlike most mpv, cash on collection from Bolton. Lancashire. 07783 887413 (HP)

### ZAFIRA



**2011, £7,450.** This car can only be described as immaculate inside and out. The interior is as new and is full leather. All in perfect condition. 07783 887413 (JP)

## VEHICLES WANTED

### ALL VAUXHALL BRAVA TRUCKS AND ISUZU TRUCKS



**Wanted.** Any year clean or rusty we are very good buyers. (T). 07775 998628 (JW)

### OPEL MANTA COUPE

**Wanted.** Or Opel Ascona. Anything Considered. Cash Waiting. 07901 993292 (MC)

### VAUXHALL F TYPE

**1961, Wanted.** Saloon or estate. In good condition. Cash waiting. Essex. 07984 960286 (PB)

## PARTS FOR SALE

### CAR RADIOS

**£35 the lot.** Philips R570 cassette. Philips cassette receiver radio R760. FD450. R681. Blaupunkt 300. Middlesex. 020 8363 9283 (RB)

## CORSA

**£POA.** 2007 onwards, tailgate spoiler with brake light - please call with offers. Bristol. 07502 032532 (JW)

### REAR LIGHT AND INDICATOR UNITS



**£3 and £6.** Commer Cob/Imp and Bedford/Vauxhall HA. Kent. 01689 878687

### SUNVISOR



**£115 plus postage.** External, metal. Merseyside. 01514 267709 (RB)

### VARIOUS PARTS

**£POA.** 2x Morris 1000 F/glass front wings £40. 2x Vauxhall F/B front wings, require slight work £60. F/B Victor front grill £35. Mini petrol tank £36. Collection only. Yorkshire. 01302 564879 (PB)

### VARIOUS VAUXHALL PARTS

**£POA.** Including Mk 1 Cavalier, Opel, Monza parts. Many lamps. Books, manuals, etc. Phone for list or sell complete. Essex. 07535 973500 (PB)

### VAUXHALL

**£25.** Petrol tank. As new. Lincolnshire. 01775 767119 (PB)

### VAUXHALL 'E' SERIES

**1951, £T.B.A.** Windscreen. Rear quarter lights and rubbers. Gearbox. 590 x 15 Whitewall tyre and tube wheel cylinders, etc. East Sussex. 01323 840346 (PB)

### VAUXHALL ASTRA MK 4 (G)



**2003, £Various.** 4 Spax adjustable shocks, £100 ono. Inpro dark smoke rear lights, £50. North Yorkshire. 07746 977299 (RB)

### VAUXHALL CAVALIER

**1994, £POA.** Two headlights, two rear lights, two front indicators, two alloy wheels. All off 1994 Cavalier. Cheap for quick sale. West Yorkshire. 07757 104830 (RB)

### VAUXHALL CAVALIER MK 1

**£POA.** Inc 2 o/s rear lamps, 1 x n/s rear lamp, various body mouldings, 1 front road spring. Phone for full list. Essex. 07535 973500

### VAUXHALL NOVA

**1989, £75 ono.** Low mileage engine with five speed box plus other parts, the lot to clear. Northants. 07773 98978 or 01536 269386

### VAUXHALL WYVERN

**1953, £3,250 ovno.** Running restoration. Spares or repair. Tax and MoT exempt. Middlesex. 01895 237820 (HP)

### VAUXHALL, BEDFORD

**£100.** 4 speed Vetora - PC gearbox, floor change. 3 speed CA gearbox, Mk I, £100. CA rear axle and drums, £100. 1940s 10-12hp rear axle, £120. Radiator, £80. Drums, £20 each. Front suspension units, £150 pair. Other bits. Lancashire. 01524 843902 (RB)

## PARTS WANTED

### VAUXHALL CORSA

**Wanted.** 15inch wheels. Nothing special. West Midlands. 01543 378719 (PB)

## MISCELLANEOUS

### 1609-DG

**£POA.** Registration number for sale, offers please, ready to transfer. 07840 400569 or 01225 852852

### 4 CORGI CARS



**£150 the lot.** For the 1126 Corgi Major Ecurie Ecosse Transporter. 152S BRM, 151A Lotus Le Mans, 150S Vanwall, 218 Aston DB4. In rep box. Free postage. Surrey. 07580 313669 (RB)

### AA & RAC BADGES



**£Various.** Nice condition. AA, £30 each. RAC, £35 each. Both including UK p&p. Somerset. 01761 470607 (RB)

### AMERICAN CAR MODELS

**£40 will post.** 4 tin cars, one large 3 medium size. Police, taxi, Ford Country Squire, 1960s. £40. Corgi Black Beauty, Green Hornet No 268 boxed, good cond, £50 inc post, 1966. Platinum Collection 1:18 scale Sun Star, 1959 Pontiac Convertible, in box, £50 will post. Devon. 07971 687318

### BENTLEY AT LE MONS ART PRINT



**1929, £40 inc p&p.** By Terrance Cuneo. Never framed. Size 33x24in. Image 31x21in. Posted in tube. Cornwall. 07905 135288 (RB)

### BOSWORTH FESTIVAL

**£POA.** Bosworth Hall Park Husbands Bosworth LE17 6LZ, Saturday 27th June, 9.30 am till late, 100+ vehicles and side stalls etc. 01858 880263

### BRASS BULB HORN



**£70 ono.** Universal attached mounting bracket. Good loud sound. Somerset. 01761 470607 (RB)

### CHERISHED REG



**£3,250 ono.** Great private registration - Harry. Ideal investment. Staffordshire. 07583 613521 (RB)



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